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MARCH 14, 1959

# The SPHERE

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THE ENGLISH HOTEL IN THE MEDITERRANEAN MANNER



# HOTEL DISC
## in Devo

WHEREIN lies the charm of this south-western corner of England? It is a question I am going to attempt to answer, but suffice it to say that I re more enquiries concerning Devon and Cornwall than any other part of Brita

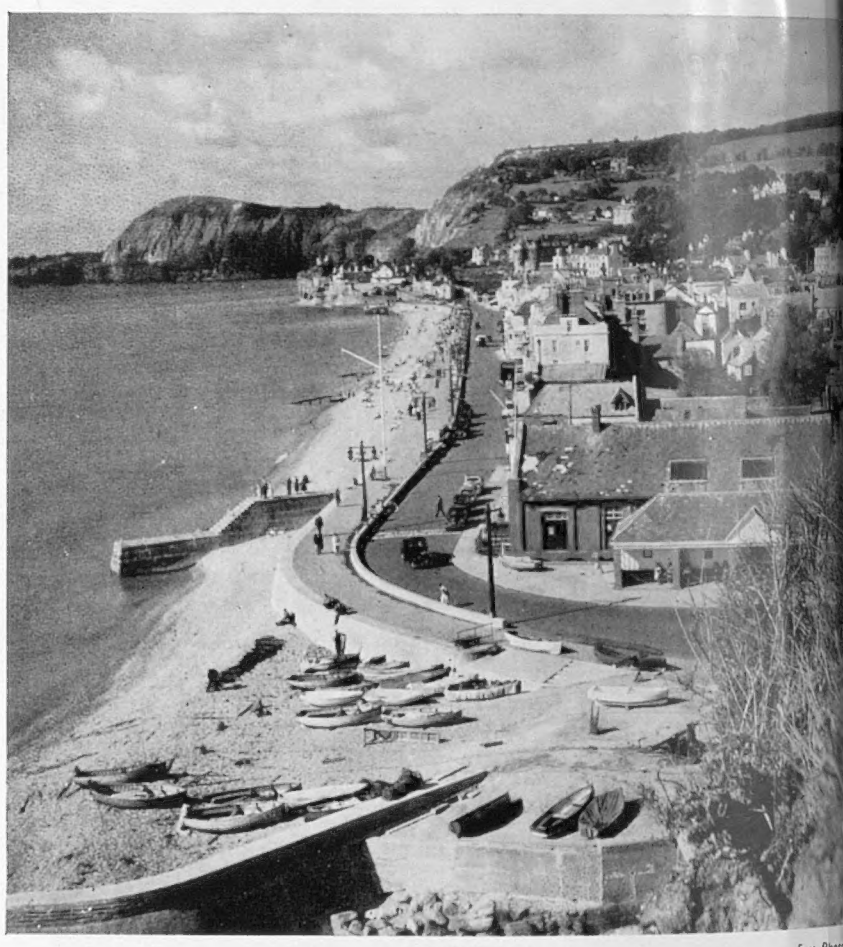
This week I am making little mention of hotels, but I can vouch for each whose announcement appears on these pages, and I would add that they some forty out of my 100 recommendations in these two counties.

*North Devon :* Sands, scenery and sunshine seem to be the main holiday att tions of this corner of Devon, which rubs shoulders with Cornwall and Some For sheer beauty of scenery and as a honeymoon and touring base, choose I mouth. For a family holiday, rompers, jeans, sandals and shorts, consider Wo combe and its adjoining neighbour, Mortehoe. Here will be found three mile safe, firm sands, rocks and pools with exciting marine life. Saunton, with championship golf course, surfing and sand-dunes, is only six miles distant makes an alternative choice.

If you are keen on sailing you will choose Instow, but with a car, when you not tied to the coast, I have country-hotel recommendations near Barnsta Bideford, Clovelly and Instow.

*South Devon :* There are four main holiday segments :

Segment 1. The area between the Rivers Axe and Exe bounded by Axmins Honiton and Exeter on the north, and with a seaboard on which the main sea resorts are Seaton, Sidmouth, Budleigh Salterton and Exmouth. Sidmouth, alr as well patronised in winter as in summer, is completely unspoilt and has an excel selection of hotels. Budleigh, as well as its holiday devotees, has a reside attraction, while Exmouth appeals to all tastes with its sands for the bucket- spade generation.

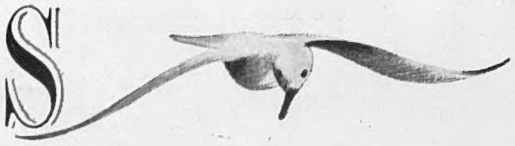


*SIDMOUTH.* Fox Phot

Segment 2. Between the Rivers Exe and Dart. Torquay is the principal in this holiday firmament catering for every taste and purse. A hundred y ago only a tiny fishing village, it is now the centre of a seaboard which is do with names that conjure up a holiday tan. Dawlish—near the mouth of the E with its sands and famous Warren ; Teignmouth and its opposite neighbour, Shal then comes picturesque Maidencombe and Babbacombe—pleasant appendage Torquay ; Paignton, which offers plenty of sandy beach and, finally, historic H ham, which, though best known for its harbour, attracts those who like to be Torquay but not right in.

Segment 3. Dartmouth to Plymouth. The main centre of holiday attrac is Salcombe, at the head of the Start estuary. Mainly popular for its sailin sandy holiday area is situated in and around South Sands. Next door to Salco is picturesque Hope Cove. Then comes the old-world village of Thurlestone, two hotels under the same ownership which, between them, lay on everything holiday enjoyment—golf, squash, sands, tennis, badminton and a ballroom. N comes Bigbury-on-Sea, where one small hotel with its own private beach ca principally for those of epicurean tastes. And finally the tucked-away village Newton Ferrers, where real holiday bliss can be enjoyed by those who love mess about in boats and escaping from the holiday crowds. For those who would a good centre for exploring the area, Buckland-tout-Saints is a ready-made ans

# VERIES



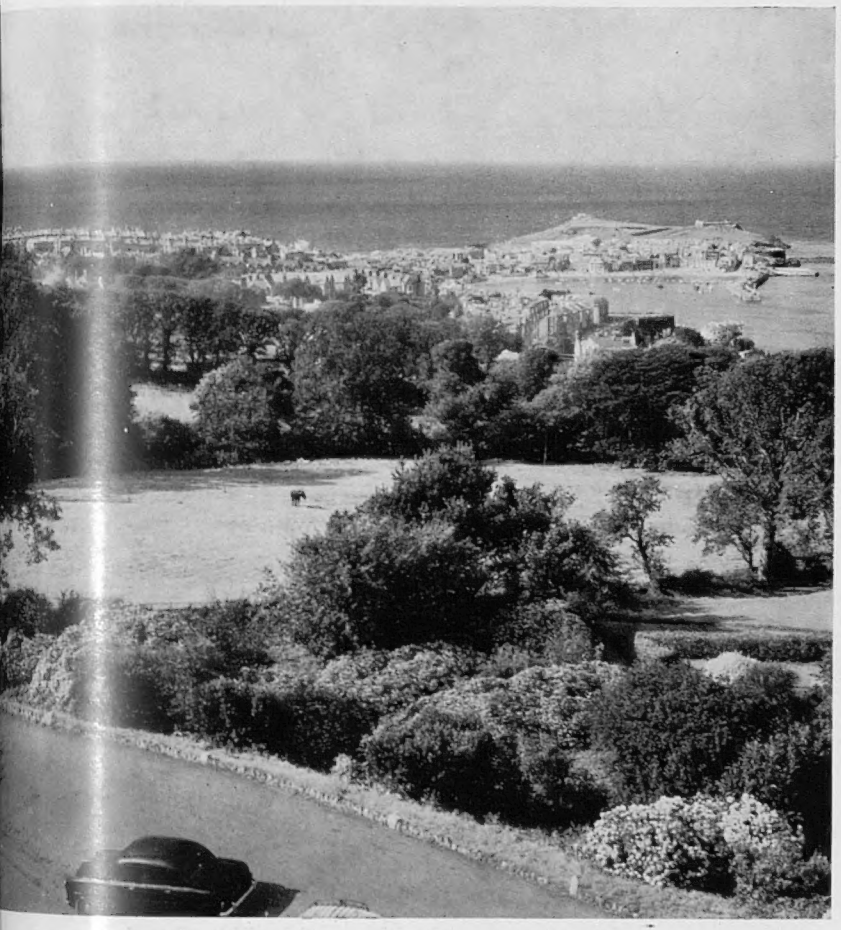
## nd Cornwall

by ASHLEY COURTENAY

Segment 4. Dartmoor and Central Devon. It is not everyone who wants to liday by the sea, and in these days of motoring there is much in favour of an nd base from which one can gravitate as the mood dictates. So if you are king country-hotel quarters, I have good recommendations at places I could n the gateways to Dartmoor—Ashburton, Bovey Tracey, Chagford, Moreton mpstead, and Totnes. Then, if you were to ask me for the most central spot Devon from which to cover every sector, I should be inclined to say Eggesford, the Crediton–Barnstaple road.

Now let us turn to Cornwall. The holiday attraction is almost entirely confined the seaboard. There are no large resorts such as Torquay, but those without a who wish to make use of the daily coach tours which embrace all Cornwall, on and Somerset, in a succession of daily and half-daily trips, would be best ised to stay at Falmouth, Penzance, St. Ives, Newquay or Bude.

If you are looking for sandy coves and, in general, unsophisticated spots, choose n Carlyon Bay, Portscatho, St. Mawes and Veryan.



*View of St. Ives from the grounds of Tregenna Castle Hotel.*

f sailing is predominant in your holiday thoughts, again concentrate on Mawes, Falmouth, Budock Vean (on the Helford River), Fowey and its opposite hbour, Polruan, also the Camel Estuary with Padstow on the one side and k on the other.

Golf often figures in the mental holiday picture and your heart's desire can be fied at one or other of the following : Carlyon Bay, Falmouth, Mullion, St. Ives, quay, Trevose (near Padstow) and St. Enodoc (close by Rock) and Polzeath. is also to be had at St. Bude. What about golf courses in Devon ? Apart golf links in or near the principal resorts, Saunton Sands (already mentioned) ell known, as is also the championship course at Westward Ho !

There are many people who holiday in Devon and Cornwall primarily on sight- ng bent and my advice to such is to steer clear of the height of the holiday season select a period when roads and hotels are less crowded. Places that should be missed are—in Devonshire—Clovelly, Cockington, Dartmouth, Newton Cyres, Exeter, Buckfast Abbey, Hartland Quay and Totnes, while lovers of churches will be fascinated by the fine rood screens in many of the village ches.

n Cornwall the quaintness of the fishing villages never pall. Be sure to visit sehole (pronounced " Mouzel "), Bodinnick, Looe, Mevagissey, Port Isaac, oe and, of course, St. Ives, and for awesome scenic attraction, see Hartland (just over the Devon border) when an Atlantic gale is raging.

number of Cornish and Devon seaboard hotels close their doors from November aster, but in these months few are on holiday bent, so accommodation is not to come by. May and early June are normally the best months, for the her is good, the hotels are open and geared up for the holiday season and s are lower.

*tters, accompanied by a stamped, addressed envelope for reply, should be addressed to im, c/o The Editor,* THE SPHERE, *Ingram House, 195–198, Strand, London, W.C.2.*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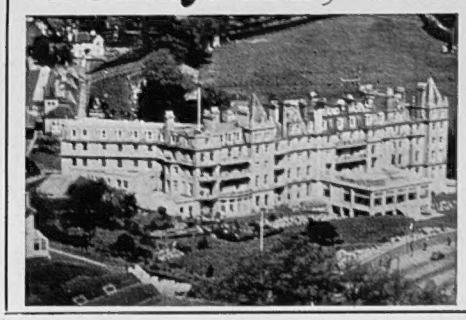
**TORQUAY, GRAND HOTEL**



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EB 22

Volume CCXXXVI No. 3076 The SPHERE, London, March 14, 1959

# The SPHERE

with which is incorporated THE GRAPHIC

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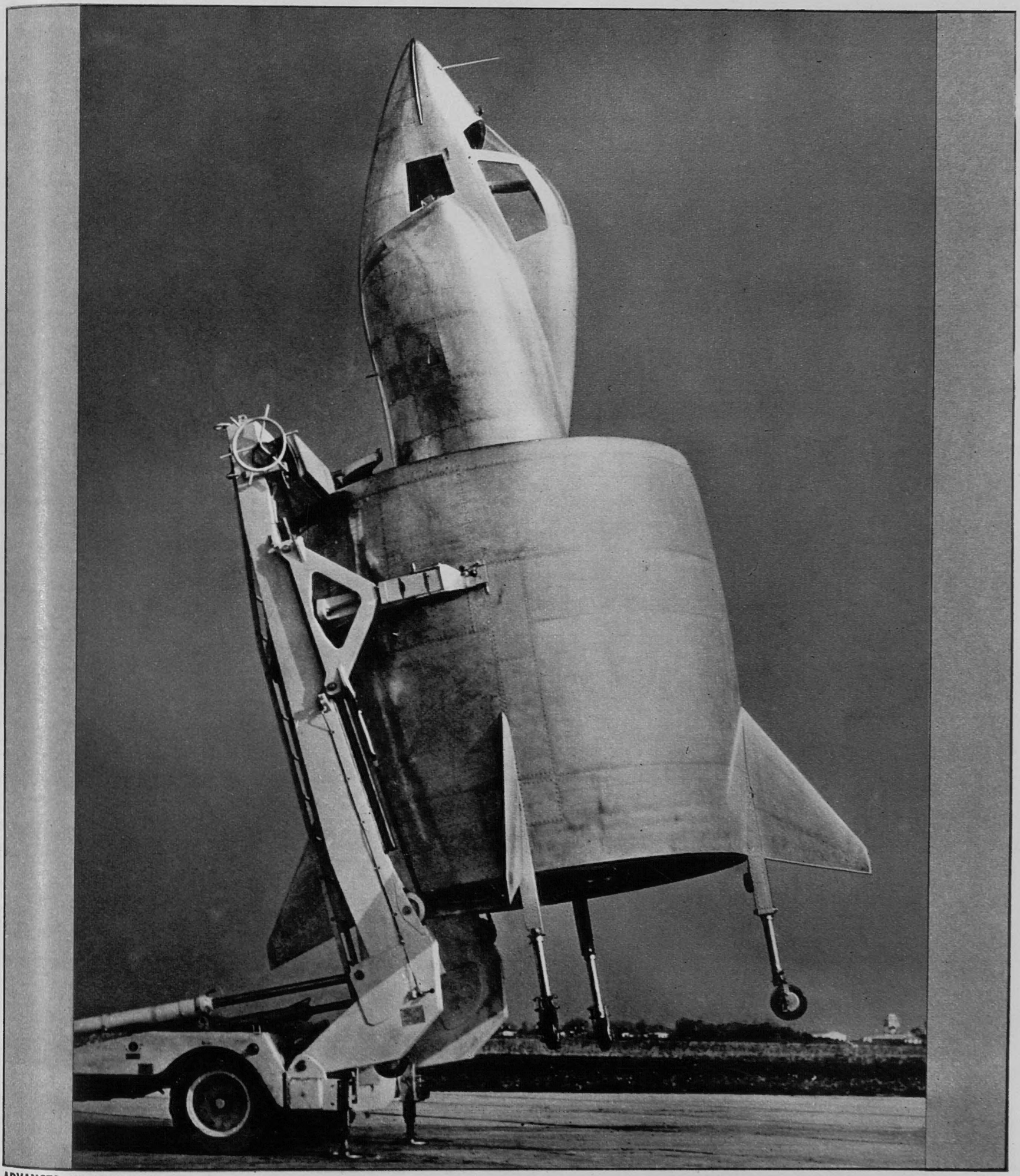

**ADVANCES IN AVIATION—A FRENCH VERTICAL-TAKE-OFF AIRCRAFT : The SNECMA Coléoptère is lowered into its take-off position by its transporter during ground tests of this unusual aircraft. It has an annular wing and is powered by a turbojet mounted just aft of the pilot's cockpit. A cruciform of fins mounted on the wing provide control and direction. Designed to rise and descend vertically, the Coléoptère will fly horizontally at subsonic speeds. Flight testing is due to start in the near future.**

One of the ancillary problems facing the aircraft industry to-day is the need for increasingly long runways to accommodate the high-speed jet aircraft being developed. One way to eliminate vast and uneconomical aerodromes is to design machines to take-off and to land vertically. Research in this field has been going on since the war in several countries, including Great Britain and the United States. In France, La Société Nationale d'Etude et de Construction de Moteurs d'Aviation, situated in Paris, has been engaged in a programme of studying VTOL research aircraft. SNECMA acquired the European rights in Professor von Zborowski's patents for the annular, or coleopter, type of aircraft. They combined this ring type of wing with the lessons learnt from the research aircraft, Atar Volant. The prototype is known as the C.450-01 Coléoptère. It lands on four small legs on the trailing edge of the wings. One of its unusual features is the tilting seat inside the pilot's cockpit.

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AT THE IDEAL HOME EXHIBITION : Models of famous buildings flank the Grand Hall of Olympia, where the *Daily Mail* Ideal Home Exhibition is being held until the end of March. The theme is "The Heart of England." At the east end is Blenheim Palace. Other buildings include Warwick Castle and Oxford's skyline. The aisle is flanked by models of a Cotswold village.

"THE HEART OF ENGLAND": One of the exhibits at the Ideal Home Exhibi Allwood Brothers Ltd. This is set out to show the value of the diant Many varieties of flowers are shown on stands in the Floral Ann March, is the British Pavilion from the Brussels Internatio

# A London Newsletter

195-198, STRAND, W.C.2

**Bunch of Grapes?**—Naturally, the Premier did not announce on his return from his reconnaissance that his mission had failed. He showed a bunch of grapes, even if the bunch was small, colourless and not very sweet to taste. He added that his journey was really necessary; and probably with justice. For he proved for himself and America how long must be the spoon for those who would get their share of a supper in the Kremlin. All we know definitely of what now fills his mind concerning his visit is that the talks began encouragingly, and that he had a sudden and sharp setback when Mr. Khrushchev, without warning, made an old proposal which appeared to be one more futile effort to detach Britain from her allies and to nail down Mr. Macmillan to go it alone with the U.S.S.R. That had never been in the brief or the guarantees of our Premier, and only served to show how little progress had been made in softening up Mr. Khrushchev to a new approach. Thereafter coolness entered into their relations for a day or two, but some warmth and sweet reasonableness crept in again before the end, and the joint communiqué contained the usual assurances of useful exchange of views. Mr. Macmillan's visit, then, has failed—*in the eyes of optimists and wishful thinkers.* It has been worth while in convincing the realists how very grave the East-West situation is, and more immediately concerning Berlin. The visit succeeded, too, because at no point did it create or revive suspicion in America that the Western Alliance was in any danger from unilateral decisions by Britain. It succeeded because it failed of its purpose to bring about in the Kremlin a change of heart and a more reasonable approach to the fearful problems still in dispute between East and West. It made assurance doubly sure of the hard times ahead for the Western Alliance and for the hopes of settlement anywhere. Forewarned is forearmed, if instant action follows warning. It is *now* that NATO should meet and concert, even if the West accepts Mr. Khrushchev's compromise for a Foreign Minister's confabulation to precede a summit conference on Germany and Berlin on 50—50 voting terms. Acceptance must not imply lulling to sleep.

**Forever Airborne**—For two decades grave warnings have been issued about the danger of turning our Premiers and Foreign Secretaries into Flying Dutchmen. These important V.I.P.s may have quarterly medical checks and be flattered into believing they are physically ten years younger than their ages, but the doctors yet don't know all that is to be known of the strains of air travel and the effects of interruptions in their normal routine on oldish men. And sombre evidence has long been furnished of how their predecessors broke under the strain. The Russian visit, with its swift changes from great cold to great heat (and politically *vice versa*), clearly had an effect on Mr. Macmillan's sound constitution. Cabinet Meetings and statements on his visit gave him no rest on his return, and then came two days in Northern Ireland, with Paris, Bonn and Washington to follow in quick succession. If it were recess, such a programme must be gruelling. In the middle of a Session fraught with anxious and pressing problems, it is reckless. The Premier means so much to the Conservatives in a vital election year—to put his importance no higher—that I wonder his Cabinet do not put their foot down on his programme. And the nation might well insist that he spends at least as many days in a month at home at his desk and in Parliament as overseas in times like these when in Europe and the East and in Africa so many urgent measures must be taken in advance of threatening troubles. It seems to me that we have already reached the stage in which abnormally robust health is the first necessity in choice of a Premier, and then only if he can be assured of a deputy fully capable of running his job at home when he is airborne. These conditions may be fulfilled to-day, but the principle narrows the choice of State leaders. It seems to rule out Pitts. "Good old Mac" is generally and justly regarded as a very willing horse, but he "ought to take better care of himself if he is to be 100 per cent. fit for the big races ahead?"

**Egyptian Settlement**—"Comprehensive, practical and reasonable" were the adjectives used by the Chancellor to describe the financial settlement with Egypt. There is no quarrel with "practical." It is all we could hope for. Comprehensive it is not, for the very reason that it is practical and reasonable. The Governmental counter-claims for the value of the Suez base and the damage done to Egypt during the Suez adventure are written off and dropped. A sum of £27,500,000 is extracted from Egypt by way of compensation for British owners and traders whose properties have been taken over or damaged by sequestration, and although the value of £45,000,000, earlier put upon this damage, was a mere estimate, it is clear that claimants must be satisfied after protracted accountancy with no more than 13s. in the £ at the best and at last. Set against this sacrifice, many of them may hope again to benefit from trade with Egypt and in Egypt. With this sombre assurance and warning: early resumption of trade with Egypt is very desirable; it will benefit the British economy no less than the Egyptian. It may well benefit you individually. But you trade at your own risk. If you get stung again—even as a result of Government indiscretions—your Government will do what it can to pull your chestnuts out of the fire, but it never has and never will compensate you for the chestnuts burned away in the fire. That is, and was, the risk of investing in foreign countries and overseas, from South America to the Mediterranean, from Argentine railway shares to African cotton plantations. How th sum of £27,500,000 will be equitably shared out amon the whales and the minnows—and when—will depend o the efficiency of the Treasury's party of administrator and the good faith and punctuality of the Egyptians. O paper, it is a reasonably palatable bunch of grapes.

**Bournemouth and the Nicolsons**—The Tory Association of Bournemouth East, in thei unique postal ballot and by a tiny majority, rejecte Mr. Nigel Nicolson as their candidate for the next Genera Election, and he has inevitably and with dignity bowe to that decision. Bournemouth East is, or was, as cos a Tory stronghold as any even in West Sussex, and cosines breeds apathy. Certainly the Tories of Bournemouth Eas come out of it much worse than their sitting membe He at least has shown courage, consistency and energy They have been lazy or apathetic, divided and muddle minded. I know nothing of Mr. Nicolson personally o as a Member, but I do know I would never elect to b represented in Parliament by a man who agreed to sin his sincerest convictions (right or wrong) and compromis his conscience to please the Whips and obey half h constituents. I agree with the great Parliamentarians tha an M.P. should be a representative and not a delegate, an should possess courage, honesty and a conscience whic is not bargainable. The Nicolsons, father and son, ar often in the news. They put great emphasis on mora courage. Sir Harold has recently announced that he h for some time been in correspondence with his old frien Burgess, adding that he never lets down an old friend trouble. That no doubt might cost him his seat if h were in Parliament. Literature—thank God—is n politics, though in both professions publicity, sought unsought, is often an aid to success in keeping the nam of writers or politicans fresh in public memory.

**Defence**—The impression left on me by tw days' debate on Defence was that Mr. Sandys' optimis for the future was not seriously challenged. We ha spent untold millions on trying to secure, for examp a highly-trained, contented, very mobile professiona Army, and at last Mr. Sandys seems confident that we ha it and that recruiting (bar officer types) for it is no long a problem, with the new benefits offered. In 1958 recru doubled. As for the Navy, there was never a recruiti problem and now there is a waiting list, and the R.A.F is beginning again to get all the men it needs. As far as th Army is concerned, therefore, National Service is don with. Call-up ends in 1960 and men born in the la quarter of 1939 are *safe*. Of the millions of young me who have passed through National Service a minorit no doubt came out disgruntled or with grievances. Th

lympia, in London, is a garden arranged by
ily, carnations and pinks, as bedding plants.
he show, which opened at the beginning of
ibition. There are models of the Dounreay
perimental nuclear research station in Scot-
d, and of the radio telescope at Jodrell Bank,
Cheshire. A feature of the show is the range
modern labour-saving appliances for use in
e home. Other exhibits included different
inds of china, furniture, fabrics and wallpapers.

**FERNWORTHY DAM AND RESERVOIR ON DARTMOOR : The dam is situated to the south-west of Chagworth, a small Devon market town on the edge of the Moor. There are proposals to raise considerably the water-level contained by the dam. Fernworthy was built for the Borough of Torquay. Construction started on the scheme in 1936 and the work was finished in 1942.**

majority, I make no doubt, were the better for it, having earned the value of discipline, gained useful experience of the world and understanding of their fellow men and owered the recruitment figures for the rival army of Teddy boys and gangsters. At the same time, the end of National Service coincides with a reduction in jobs eadily available for that age group, but no doubt it is ssumed that many boys, relieved from call up, will oluntarily decide on the Army as a career. Since 1951 £1,000,000,000 has " gone " on defence. Where has it one? Chiefly, I suppose, on new weapons for all the rvices, the buying and making, scrapping and swopping, storing and improving of all those death-dealing gadgets or the air, the sea and the land forces. But the costs of aintaining National Service and moving troops to trouble entres have been very high, and as far as the Army is oncerned, the new model—highly paid and trained and obile—will be cheaper: a ceiling of 180,000, of whom 0,000 will be available for strategic reserve and overseas ommitments, if and when it has transport. Our Cyprus orces will be reduced to 5,000 from 25,000. It looks as hey may all be needed elsewhere, if we are in the article f creating another Cyprus in Central Africa.

**Obscenity**—The Government has amended some efinitions in the Obscene Publications Bill to be piloted y Mr. Roy Jenkins. I do not know if they smooth out some of the most obvious difficulties of right judgment. Now, the accused has the onus of proving that his publication is for " the public good " and " in the interests of science, literature, art or learning." Science? Perhaps, yes. " Literature and art " seem to leave that right judgment as ever in the air. Has there ever been general agreement on what is *not* art? Does anybody doubt that crude and clumsy language is less likely to excite lust than beautiful writing? The Bill originally defined obscenity as that which, " as a whole, tends to deprave and corrupt persons among whom it is likely to be distributed . . . sold or let on hire." The amendment substitutes " if its effect is such as to deprave and corrupt persons who are likely . . . to read, see or hear it." I don't quite grasp the distinction, but presume it gives a slightly better chance to sincere and honest publishers and authors in search of knowledge and its dissemination. You cannot make people good by Act of Parliament, and I am inclined to think Acts of Parliament can never fairly or exactly draw a line between what can deprave and corrupt in literature and what positively cannot.

**Public Credulity**—If I remember right, a distinguished author in his salad days was implicated in a very early broadcasting hoax in the '20's, more than comparable with the latest, and equally successful in proving the crass credulity of our nation. I forget what the faked scare was about, but it was not less fantastic than that which recently evoked " serious " criticism in Parliament of ITV. Anyway, the public was very seriously disturbed. " Sufferers from cardiac troubles " no doubt dropped down dead in scores and " sufferers from nervous diseases " went right round the bend, then as now; and a maternal Government is seriously concerned with the danger to health and sanity inherent in such efforts to brighten broadcasting. For my part, I think, the publicity given to the hoax is more likely to encourage confidence tricksters than to enhance our reputation for coolness and sanity as a nation in the world's eyes. I think it may encourage the cold war in diplomacy, and in the underworld of crime will give a fillip to the return of the old " Spanish Prisoner " trick and the " wad of notes in the wallet," once so often played in Strand bars. The slick and the smart will once more be encouraged to make easier money out of our national simplicity than they do so successfully with gelignite and coshes. To that extent perhaps the hoax was a *good thing*. Otherwise, it shows the nakedness of the land in the realm of Broadcast entertainment.

**NYLON CRICKET PITCH COVER : The new cover is demonstrated on the Warwickshire County Cricket Ground at Edgbaston. Covering 30 yards by 30, it is made with an outer inflatable edge within which the water is contained for it to drain away at an outlet in one corner.**

**For Russian Readers**—The Premier's assurance to Russians that we have moved forward in social justice and welfare since the time of Dickens and would be better understood to-day if more modern British literature were imported into Russia, seems to have already met with response. But cautiously. The Britain of 1959 is not completely to be accepted as purged of the faults of the past. Thus Graham Greene must go hand in hand with Mrs. Gaskell, Priestley with George Eliot, Maugham with Oliver Goldsmith. The lost years must be explored in stages before Osborne and Orwell are taken to represent the Britain of to-day. It may be that the *Literary Gazette* of Moscow has a wider range than the quoted poetry and novels. I sometimes think that history and biography shed a clearer and truer light on Britain to-day and yesterday than do poetry and novels. But I like to think that in those stark, tall flats in Moscow there are people living with the time and zest to improve their minds and extend their knowledge of Britain by means of *Don Juan*, *The Vicar of Wakefield*, *The Way of All Flesh* and *Lady Windermere's Fan*. Certainly, Russian literary men know better than I what Russian readers like. My own experience of Russian intellectuals living in England convinces me that they go deeper and more knowledgeably into our byways of literature than we do, speak better English, and are every whit as capable as the best of our pundits of pointing the lights and shades of *Pride and Prejudice* or Gray's *Elegy*.

**Milford Revisited**—On one of those summer days which the end of February provided recently, I roamed the New Forest and drove down to the sea at Milford. I first visited that charming spot in 1904 in one of the first cars owned by an Oxford undergraduate, my companion. We collected crowds and dust. The two features of Milford were a pleasant hotel on the cliff where we stayed, and Efford Manor, the home of those famous socialites, Princess Henry of Pless and the Duchess of Westminster and their brother, the second husband of Sir Winston's mother. In those days the cows browsed on the low sea banks. I came again in the early '30's. The place had been bedevilled by local realtors and was a rash and ribbon development composed of shacks, old buses and rail coaches, barbed wire and earth closets, from Hurst Castle to High Cliffe. To-day it stretches back to the Forest verge with its smart little villas and gardens, and the seashore is neatly esplanaded, the shacks all gone, and wind shelters, lawns, car parks and model beach-huts make it a pretty little miniature of Brighton. I preferred it as it was in 1904. But it is a great advance on its state in 1930, and still, as of old, on a mild, sunny day, its placid, luminous sea, its sands and its matchless view of the Needles and West Wight lend it considerable charm among South Coast watering-places. It is not yet totally sophisticated and urbanised. " Progress at Pelvis Bay " is here restrained.

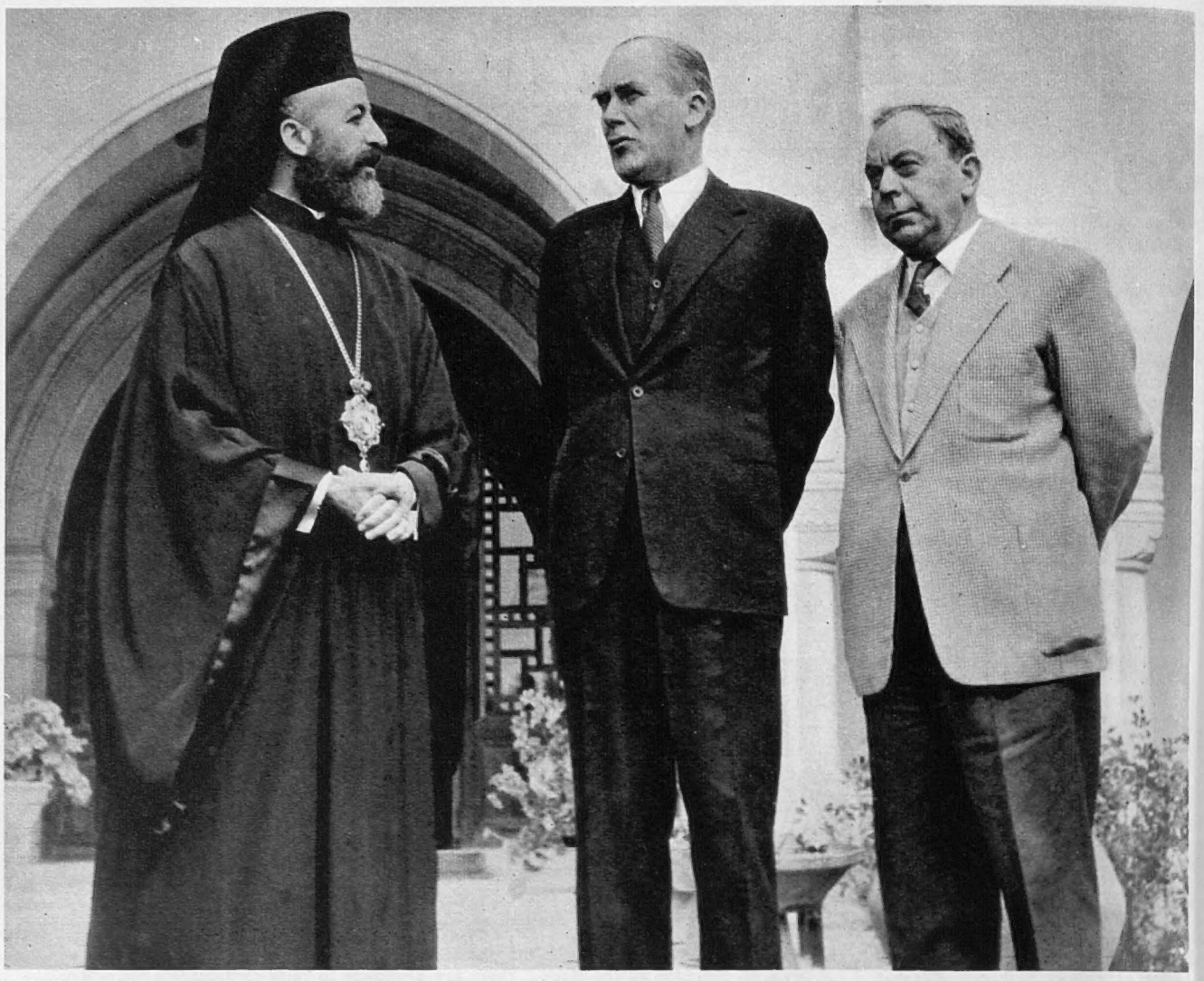
THE OLD STAGER

# PROGRESS IN CYPRUS

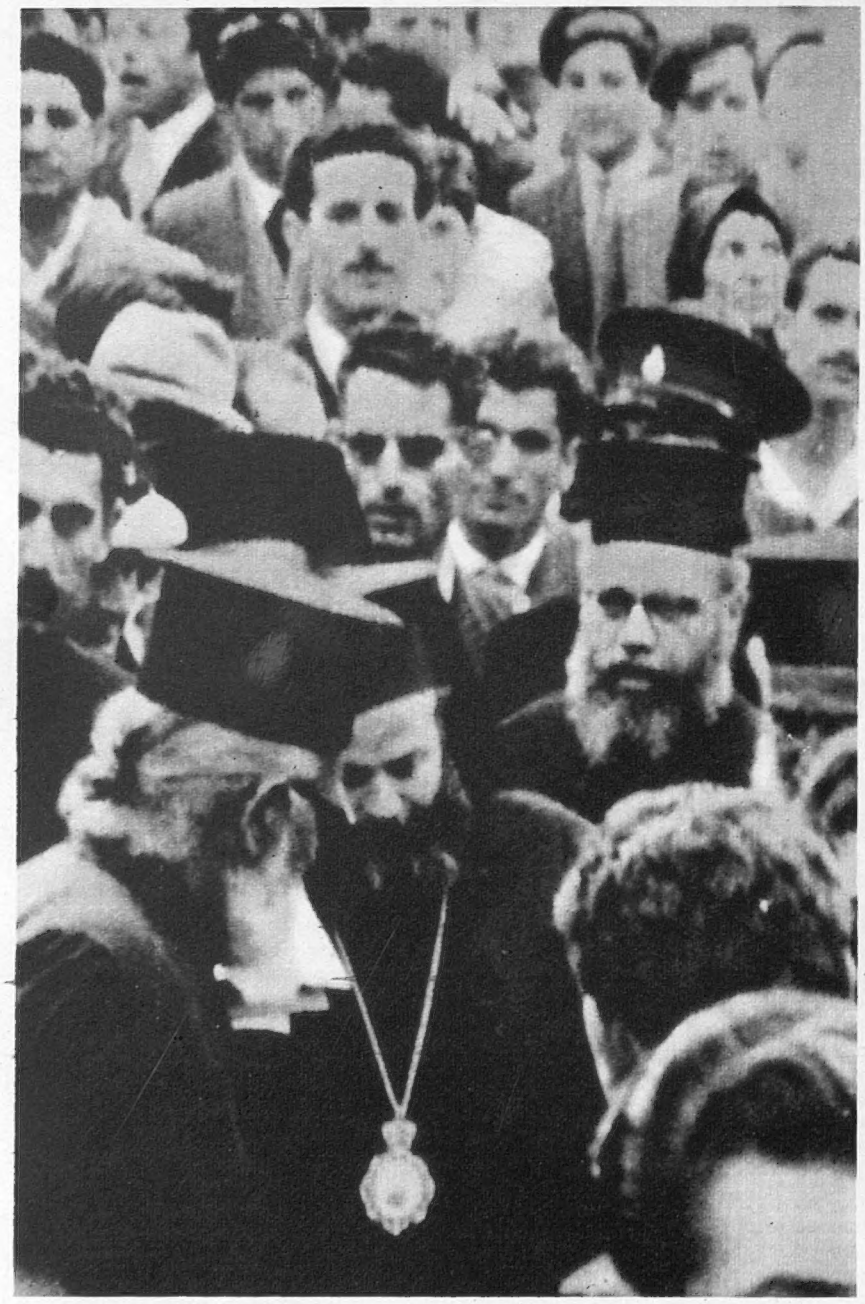
*Hopes Continue for a Settled Future on the Island*

The cautious optimism which had been apparent in Cyprus since the London Conference continued on the island last week. The first tripartite meeting was held between Sir Hugh Foot, Archbishop Makarios and Dr. Kutchuk. This marked the start of the transitional committee which has the task of working out the details for the transfer of sovereignty on the island. The committee, to which, it was stated, additional appointments were to be made from the Greek and Turkish communities, is to prepare the way for the transitional Council of Ministers to be established by the end of this month.

Over the week-end there were two events which were thought to have an important bearing on the future of the island. Bishop Kyprianos returned after his three years of exile. He was given a welcome by extremists in Nicosia, but although he still expressed his championship of Union with Greece, he declared that "all must work together in love and perseverance for the reconstruction of this island." A few hours later Colonel Grivas broke his long silence. Leaflets signed by Dighenis (Grivas' *nom de guerre*) appeared on the streets, calling off EOKA operations and saying that support should be given to assist in the working of the London settlement.



**TRIPARTITE DISCUSSIONS ON THE HAND-OVER OF SOVEREIGNTY: Sir Hugh Foot stands with Archbishop Makarios and Dr. Kutchuk outside Government House in Nicosia. They had just held the first of the tripartite meetings of the transitional committee which is to organise the Government of a transitional Council of Ministers and prepare for the transfer of sovereignty to the new Cyprus.**



**THE RETURN OF BISHOP KYPRIANOS OF KYRENIA: He is welcomed in Cyprus after his three years of exile. While still championing Enosis he said the London settlement must be supported. On the same day Grivas issued a call to end the EOKA terrorism.**

**OFFICES FOR THE FUTURE GOVERNMENT OF CYPRUS: This building in Nicosia has hitherto been a British information office and centre for journalists. At the end of this month it will become an official building for the transitional Government of the Republic.**

**ARCHBISHOP MAKARIOS HOLDS A PRESS CONFERENCE: He talks with Turkish journalists at his first interview after his return to the island. Regarding the future of Cyprus, he did not rule out the possibility of it remaining in the British Commonwealth.**

**ON PATROL IN NYASALAND:** Southern Rhodesian troops walk in single file through thick elephant grass in Nyasaland. After a State of Emergency had been declared in the Protectorate and leaders of the African National Congress arrested, there were continued reports of disturbances and shooting affrays occurring in many districts.

**ON GUARD IN THE PROTECTORATE:** African troops employ two lorries to form a road-block in Nyasaland during operations against rioting. Since the State of Emergency was declared, some forty people were killed in the period up to the beginning of this week. It was stated a British Government offer of military aid had been refused.

# AN EXPLOSIVE SITUATION

*Many Incidents Reported in Nyasaland Following the Declaration of a State of Emergency*

A dangerous crisis was caused in the Protectorate by the events which led up to the announcement of a State of Emergency in Nyasaland. A similar announcement had been made previously in another unit of the Federation, Southern Rhodesia. Widespread arrests of leaders of the African National Congress followed. One of those arrested was Dr. Hastings Banda, whose return to Nyasaland after a long period of voluntary exile has been taken as the spark which caused the bonfire of unrest over the Protectorate's political future. There is a great deal of bitter feeling among Africans in Nyasaland that the Federation was forced upon them and will mean, eventually, European domination of their country. Reported proposals by Sir Roy Welensky, the Prime Minister of the Rhodesian Federation, to ask for sovereign political independence for the Federation caused further unrest. Government action was also taken against the extremist attitude of some white settlers. Troops patrolled the streets of Blantyre and went into action against roadblocks set up by followers of the African Congress. There were indications that the road blocks showed a serious attempt to disrupt communications in the Protectorate. British units were reported to be standing by in Kenya, but Sir Robert Armitage, the Governor of Nyasaland, said that there were enough troops and that what was needed were police, not soldiers.

*On left—*

**IN BLANTYRE:** Steel-helmeted troops watch Africans walk to work in the city. Army patrols were used principally to prevent African organisations from intimidating workers.

**DEMONSTRATION IN LONDON:** In Hyde Park is Mr. W. K. Chiume (centre), a member of various organisations in Nyasaland and a friend of Dr. Hastings Banda, the arrested leader of the African Congress.

**MARCHING FROM MARBLE ARCH:** Led by two saxophonists and a drummer, demonstrators proceed through a London street. An equal proportion of African and white people took part in the march to Rhodesia House. Many of the placards claimed that the Rhodesian Federation had resulted in *apartheid*.

# RACING AT CHELTENHAM

*The Queen Mother and Princess Margaret at the Meeting in Gloucestershire*

IN THE PARADE RING: The field assemble for the Cheltenham Gold Cup. Some races of the National Hunt Meeting were run on a new course.

*On right—*

LEADING IN THE WINNER OF THE CHELTENHAM GOLD CUP: Roddy Owen and H. Beasley are covered with mud after winning the Cup for an Irish stable. Heavy rain during the previous night and morning had soaked the course. Conditions were so bad on the new course that most of the steeplechases on the day of the Gold Cup were run on the old track. In the Gold Cup race Lord Fingall's Roddy Owen covered the three miles and a quarter in 7 mins. 28 secs. The horse which won by three lengths from Linwell was lying fourth before the last fence.

WINNER OF THE NATIONAL HUNT STEEPLECHASE: Mr. A. R. Turnell's Sabaria, with Mr. J. Lawrence up, is led in after winning.

PREPARATIONS FOR THE NATIONAL HUNT TWO-MILE CHAMPION STEEPLECHASE: Princess Margaret watches as the Queen Mother's Double Star is made ready for the race. Double Star finished third, the race being won by Quita Que, with Top Twenty second.

OVER THE STICKS: The field take the second hurdle in the Gloucestershire Hurdle Race. The race was won by Mr. J. McShain's York Fair, ridden by T. P. Burns. *On right*—The Queen Mother and Princess Margaret are seen in the Paddock talking with Arthur Freeman, who rode Double Star in the Champion Steeplechase.

# The News in Pictures

**UPROAR IN LA PAZ: President Siles of Bolivia on a balcony in his palace calls for the restoration of order among an angry crowd below. Violent anti-American demonstrations had broken out in the Bolivian capital.** The root cause of the trouble was an article in the Latin-American edition of the American *Time* magazine. The article was reported to have quoted an official in the United States Embassy in La Paz as having said in a moment of jest that Bolivia's economic woes would be cured by splitting up the country among its neighbours.

**ENRAGED BOLIVIANS SHOW THEIR FEELINGS: A copy of *Time* magazine, containing the article offending Bolivia, is burnt by demonstrators outside the United States Embassy in La Paz. Police opened fire to prevent the crowd rushing the building and a Bolivian passing by was killed by a stray bullet.**

**A ROYAL VISITOR AT THE WHITE HOUSE: Crown Prince Constantin of Greece, wearing military uniform, talks with President Eisenhower in Washington. On the right is Mr. Alexis Liatis, the Greek Ambassador to America. The Prince was due to return to Greece last week after four months touring U.S. military installations.**

**ELDER STATESMEN TOGETHER: Lord Attlee and Mr. Truman chat in Kansas City. The former British Prime Minister had arrived to speak to the University of Kansas during his current lecture tour of the United States. Lord Attlee was seventy-six last January and Mr. Truman will be seventy-five in May. Both statesmen continue to take an active interest in politics.**

**REVOLUTION ON A RED INDIAN RESERVE IN CANADA: Indian men and children line up with protest banners outside the Council House on the Ohsweken Reserve, near Brantford, Ontario. They had arrived to show support for their hereditary chiefs, who had carried out a *coup d'état* by entering the Council House while the elected Council was in session.** The Councillors quietly left and the Chiefs went into session. They proclaimed themselves the new Government of the Reserve. The elective system, established in 1934, has never been popular with the hereditary chiefs and many members of their tribes.

**A ROMANTIC TRAVELLER IN THE FAR EAST: Ho Chi Minh (second from left), the President of North Viet Nam, is shown round the grounds of the Presidential Palace at Jakarta by President Sukarno of Indonesia and four of his children.** The Head of State of Communist Viet Nam was paying a ten-day visit to Indonesia. While he was touring Java and Bali he earned the nickname of the "Kissing President" and was criticised for his habit of kissing pretty girls. One newspaper declared that it was quite wrong for foreign visitors to imagine that "kissing the wives and daughters of the host constitutes a lofty custom."

## THE NEWS IN PICTURES

**THE END OF A HOTEL IN LOS ANGELES:** The five-storey building collapses in a heap of rubble as demolition men stand by in the American city. The Yanderbilt was condemned after it started to buckle, forcing its 200 occupants to flee into the streets. City authorities condemned the hotel, which was built at the end of the last century, and ordered it to be pulled down. Working squads attached hawsers to the underpinning of the structure and bulldozers were used to pull the hotel to the ground.

**TROUBLE AND UNREST IN BELGIUM:** On the Franco-Belgian border, paving-stones litter the main street of Mouscron. They were torn up in the Belgian town by workers demanding higher wages to compensate for the recent devaluation of the French franc. Belgians working across the border in France were vehement in their protests. Meetings were held in many places on the frontier. Subsequent to these paving-stones were torn up and many of the frontier posts were broken down.

**GHANAIAN CELEBRATIONS IN LONDON:** Mr. E. O. Asafu-Adjaye, the High Commissioner for Ghana in London, and his wife arrive for a special service at St. Martin-in-the-Fields during the celebrations of the second anniversary of Ghana's independence.

**AFRO-ASIAN CO-OPERATION IN ISRAEL:** Members of an Afro-Asian seminar are seen at Tel Aviv at the finish of their course. For three months representatives from sixteen African and Asian countries had been studying methods of co-operative farming on the course specially organised by the Israeli Federation of Labour under the auspices of the Israel Foreign Ministry and Ministry of Labour. The students, who came from many trades and professions, spent six weeks on theoretical study of the principles of co-operation and six weeks on studying their practical application on some of the co-operative farms of Israel.

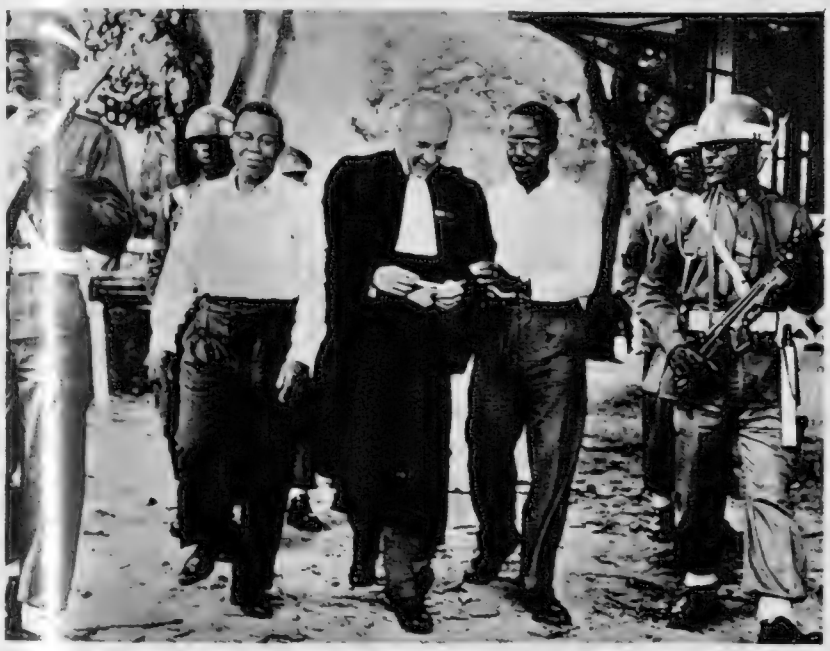
**SOLO FLIGHT ACROSS THE ATLANTIC:** The veteran American pilot, Max Conrad, stands on the wing of his small aircraft, a Piper Comanche, at Ciampino Airport, in Rome. He flew non-stop from Chicago, completing the journey of over 4,500 miles in about 34 hrs. It was the fiftieth time that the American flier had made a crossing of the Atlantic. He was delivering the aeroplane to an Italian dealer. He said he would later attempt to beat the long distance record for light aircraft. The Comanche is a single-engined, four-seater light aircraft.

**REUNION OF MUSSOLINIS IN ROME:** Vittorio, the eldest son of the former Duce, greets his mother, Donna Rachele Mussolini, at the airport in the Italian capital on his return to Italy from South America. In the background is Edda Ciano, the Duce's daughter. Vittorio Mussolini had come back from Buenos Aires, where he had been living for the past four years, to face his trial for desertion before a military tribunal in Florence. Proceedings were due to open on Thursday of this week.

## THE NEWS IN PICTURES

**A STATE VISIT TO ETHIOPIA:** King Paul of Greece and Queen Frederika sit with the Emperor Haile Selassie and his Empress in the Imperial Palace in Addis Ababa. During his five-day State visit to Ethiopia, King Paul's programme included attendance at a service at the Cathedral; visits to universities and hospitals and a trip to the safari area outside the capital. Haile Selassie paid a State visit to Greece in 1954.

**PIN-UPS IN CYPRUS:** Framed portraits of Grivas and Archbishop Makarios are given a prominent position above a display of magazines in several languages at a bookstall in Nicosia. On his return to the island after his exile Archbishop Makarios caused world-wide interest by referring to "General" Grivas. Until then the elusive leader of the EOKA organisation had been known as a Colonel.



**APP L AGAINST SENTENCE IN THE BELGIAN CONGO: Armed guards escort applicants nd their counsel as they arrive at the Court of Appeal in Leopoldville.** With laitre Croquez, of Paris, who had made a journey from France to plead the case, are . Kasavabu (left), the President of the Abako Movement, and M. Kanza, the Vice-resident. They were about to appeal against the sentences passed on them for partici-ation in the Congo riots last January, which the Abako was alleged to have incited.

**ANOTHER INCIDENT IN THE STORY OF APARTHEID IN SOUTH AFRICA: White and coloured police go into action with batons during a native demonstration against Apartheid in Pretoria.** The demonstrators, numbering about 2,000 and most of them women, had gathered in a hall to hold a meeting of protest against the Union Government's proposed measures which will force native women to carry identity passes. According to reports, the police fired in the air and made baton charges. Three coloured people were wounded and seven arrested.

**THE LAST DAYS OF A FAMOUS LONDON LANDMARK: The saloon bar of the Elephant and Castle, the historic tavern which gives a name to the district in south-east London, is one of the two bars remaining in use in the house.** Mrs. Ethel Thurlow, the wife of the licensee, is seen behind the counter. The "Elephant" occupies a central site in the busy crossing of streets in and out of London. The building is being demolished under the road improvement scheme for easing the ever-growing traffic at this junction.

**REPAIRS FOR A HISTORIC HOUSE IN TOTTENHAM: Bruce Castle, which is the museum of the north London borough, has been given a Government grant to assist towards urgently-needed repairs.** The building, which dates from the sixteenth century, stands in Bruce Grove, in Tottenham. It was bought by the local authority in 1892 and its extensive grounds turned into a park. The name of the house is derived from the family of Robert the Bruce. Among tenants in the last century was Sir Rowland Hill, of penny post fame.

## THE NEWS IN PICTURES

**TALKS BETWEEN GENERAL DE GAULLE AND DR. ADENAUER: The French President and the Federal German Chancellor sit together at Marly-le-Roi, near Paris. This was their third meeting in six months.** The main subject of discussion at Marly-le-Roi was Berlin and the German question. It was understood that the General and Dr. Adenauer agreed on a common policy to be taken towards Russia which they would explain to Mr. Macmillan during the visits he was to make to Paris and Bonn to report on his journey to the Soviet Union. Dr. Adenauer also saw M. Debré, the Prime Minister.

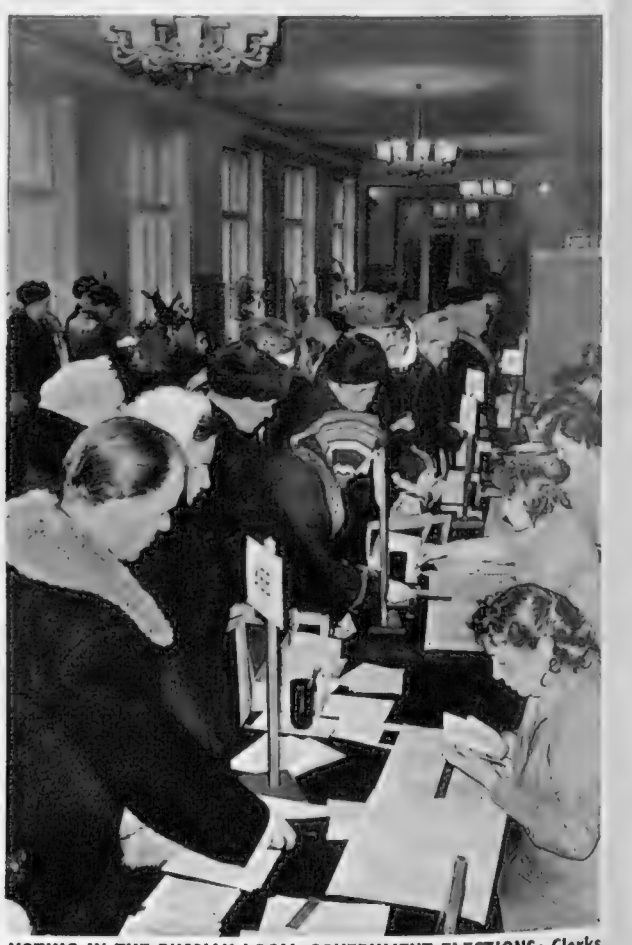
**MR. KHRUSHCHEV IN EAST GERMANY: He speaks at a meeting in Leipzig. He had arrived in the East German city to attend the Trade Fair. His speech, however, was not unexpectedly devoted to international politics and not commerce.** The Soviet Premier, who had seen Mr. Macmillan off from Moscow two days before, made violent attacks against the West and declared that Russia would make a separate peace treaty with East Germany if Bonn refused to participate.

**ON PARADE IN LEIPZIG: Soldiers of the East German army with fixed bayonets march through a street. The display of military strength took place shortly before the opening of the Trade Fair, in Leipzig. Similar parades were held in many other East German towns to mark the third anniversary of the foundation of the military forces of the East German People's Republic.**

**SUPPORT FOR THE SHAH:** A dense throng carrying flags and banners packs a square in Teheran. Thousands of people had rallied in a demonstration on National Day to show their support for their ruler and to protest against the recent outbursts against Persia by Mr. Khrushchev and the Soviet Press and radio stations. Speakers in the Persian capital pledged the loyalty of the demonstrators to the Shah.

*On right—*

**DANCING AT THE POLLS:** An impromptu entertainment is organised outside a polling station at Gorky. The people were waiting to vote in the election for the Soviet of the R.S.F.S.R. (the Russian Soviet Federal Socialist Republic). This is by far the largest of the Union Republics or regions which make up the U.S.S.R., and its capital is Moscow. Under the Soviet Constitution, each of the Union Republics elects its own local Soviet, on, of course, a single list of candidates. Theoretically they have considerable powers but, in fact, all important policy is controlled from the Central Government.



**VOTING IN THE RUSSIAN LOCAL GOVERNMENT ELECTIONS: Clerks at the table check the identity cards of electors against the voters' lists in a polling station in a district of Moscow.**

*World Affairs*

# ARE THEIR JOURNEYS REALLY NECESSARY?

By JOHN CONNELL

IT is irresponsible, in my view, to attempt to belittle the gravity of the situation that is developing, not only, as the Prime Minister pointed out on his return from the Soviet Union, in Central Europe, but all over the world. A major challenge or series of challenges—whether centrally directed or not, hardly matters—is being mounted against the uneasy and precarious *status quo* which has existed in recent years. There are many indications that the world at the end of 1959 is going to look markedly different from that which we surveyed on New Year's Day. It is not so much that, in Smuts's historic phrase, humanity is on the march again, as that the influence and the authority of Western Europe, after centuries of expansion and consolidation, are swiftly on the wane.

A single television appearance in Moscow by Mr. Macmillan (however successful this seemed to the British journalists who watched it) will not serve to reverse this trend; and no one is more aware of this harsh fact than Mr. Macmillan himself. It is much to his credit that, throughout the whole of this exploit, the Prime Minister never attempted to exaggerate its significance. A "reconnaissance" he called it when he set out, "a voyage of discovery" when he returned. Neither Prime Ministers nor Foreign Secretaries should, I realise, be denied the right of making such journeys if they deem them really necessary; yet I find it difficult not to believe that the best interests of this country are served by Ministers staying at home and at their desks and their places in the House of Commons, and Ambassadors abroad resuming their proper function of representation and interpretation.

What, in fact, did Mr. Macmillan and Mr. Selwyn Lloyd learn or do in the Soviet Union that Sir Patrick Reilly could not have discovered or performed on their behalf? Would they not have been just as fitted to comprehend the complexity of the approaching crisis and the Soviet Union's viewpoint on it if they had remained in Downing Street or Chequers? And pale and tired though the Prime Minister was seen to be when he stepped out of his aircraft at London Airport, he immediately announced, in the course of his prepared statement to the inevitable television cameras and throng of reporters, that he and Mr. Lloyd would set off this week on a new round of visits to Bonn, Paris, and Washington.

The immediate results of the Moscow visit were summed up in a long, agreed and extremely colourless communiqué which was published just before the British delegation departed. A few hours later the Prime Minister himself said: "We did not agree about many important issues, but I think we did agree about this, which to me is the supreme issue of all, that these grave problems of the future of Central Europe ought to be settled by negotiation and not by force. That really is the point."

Well, yes. The tone of this not very profound or searching observation is, I suppose, unexceptionable. Even Mr. Bevan would be hard put to it to find hints in it of sinister Tory electioneering designs. But does anyone seriously believe that the Soviet leaders would not prefer to gain their ends by negotiation rather than by war? The question surely is: Can we afford to let them gain their ends? Is defeat or abdication at the end of negotiation of itself more desirable than defeat or withdrawal as the result of war? Only, surely, if we accept the premise that the right of self-defence, with the sanction of force if necessary, no longer exists—or, at any rate, no longer exists for the peoples and Powers of Western Europe.

This is, in fact, the position which we are being corralled into accepting. For the Soviet Union to sustain its aggressive and expansionist policies with the force of arms is right; for the Western Powers to prepare to defend themselves, their friends and their vital interests by (if necessary) the force of arms is wrong, because implicit in such a policy is the danger of war. The leaders of the Soviet Union, therefore, have it both ways: they can be as aggressive as they like and, at the same time, pose as supremely peace-loving. In essence this is, I suspect, a trick of semantics. But the results of succumbing to its spell are likely to be disagreeable in the extreme.

We live in an age in which—largely because military weapons are so frightful—the attainment of the objectives of a war is pursued by non-military and verbal means. And there is grimly little doubt, in one engagement after another, about which side is victorious. In some regions, of course, the propaganda onslaught is supported, first in threat and then in performance, by violence, in the form of unrest and civil war. And here again the defence, in contemporary conditions, is denied the use of force (or, rather, of force in sufficient quantities and of proper calibre) with which to break the attack.

There can be no doubt, for example, that the United Kingdom in 1952 and in 1954 had at its disposal enough force to shatter Colonel Nasser's campaign against British influence and authority in the Middle East, if it had been properly and timeously employed. In 1956 the weight of Nasser's offensive was as dangerous to Israel as it was to Britain and to France. Israel, in spite of squeals and howls of outrage, used in four days of well-planned military operations enough force to halt, for the time being, Nasser's threat to her life and interests. Britain and France, also using a certain degree of force to defend their vital interests, submitted to external pressure and abandoned their belated attempt at self-protection. So far as Britain is concerned, the final effects of this victory of Nasser's, which he himself has incessantly proclaimed as a victory, were visible in the dreadful document entitled the Anglo-Egyptian Financial Agreement of 1959.

It is silly and undignified to try to pretend that this is even a bargain—wisely the Chancellor of the Exchequer, in announcing it, eschewed any such pretence; it is, in all its naked simplicity, an instrument of surrender. A British Government (not, of course, for the first time) has handed over, to a victorious opponent, all that several generations of British citizens had laboured to build. The negotiators were in such haste to accomplish the surrender that they did not even trouble to discover and write into the document the correct names and titles of those whose property, possessions and livelihood they were willing away. It is little wonder that the Egyptians were all smiles when Mr. F. J. Erroll, the hapless representative of Her Britannic Majesty's Government, put his signature to it. They had got almost everything they wanted.

The extent of the challenge with which we are faced was sensationally emphasised by the fact that Archbishop Makarios's triumphal return to Cyprus and his glowing tributes to the heroism of "General" Grivas and his men (made, it is worth pointing out, while British troops were confined to barracks—and if that is not an indignity, I should like to know what is), coincided exactly with a major outbreak of civil disorder in the Central African Federation.

What is going to be the end there? What analogy of retreat and defeat should we look for? The rising—for, in plain terms, this is what it was intended to be—was, I have little doubt, planned, at any rate in outline, at the pernicious pan-African Conference in Accra several months ago. Most of the current troubles in Africa stem from this gathering. By the middle of last week there could be no mistake about the seriousness of the outbreak. To arrest Dr. Hastings Banda and a good many of his colleagues was—in view of the wild claims which Dr. Banda has been voicing—a prudent and timely action. The deportation of a British Socialist M.P. was probably, from the security authorities' point of view, equally necessary. But neither Mr. Stonehouse nor his Party in the House of Commons could be expected to share that point of view. The subsequent rumpus was considerable; the sensibility of M.P.s, especially Opposition M.P.s, about what they deem to be their rights and responsibilities is inordinate—and I doubt whether any of us would wish it to be otherwise.

But what, in fact, was Mr. Stonehouse doing in Africa? Apart from making speeches, the tone of which in the opinion of the security authorities was such as to put him in some physical danger, he was acting as the special correspondent of a Sunday newspaper, as well as seeking other business assignments. It would appear that little he was doing could possibly be construed as a furtherance of his duties as an M.P.; and the Speaker, in rejecting a hasty suggestion that there was a *prima facie* case of breach of privilege, made the telling point that the Governor of the Federation had done nothing to prevent or hinder Mr. Stonehouse's attendance in his place in Parliament. Indeed, when he was being escorted, loudly protesting about "brutality," to the waiting aircraft at Lusaka, it can be argued that he was being actively assisted to get back to Westminster and take part, as his colleagues wished, in the debate on the vote of censure on the Government for not having protested against his deportation. The inevitable vagaries of air travel sufficed, as Mr. R. A. Butler revealed the following day, to prevent him from getting home in time, and the debate itself was far from edifying.

**RETURN FROM MOSCOW: Mr. Macmillan and Mr. Selwyn Lloyd are seen on their arrival back at London Airport from their visit to the Soviet Union. The Prime Minister described the tour as "a voyage of discovery." He also stated that he and the Foreign Secretary would shortly be going on visits to Bonn, Paris and Washington.**

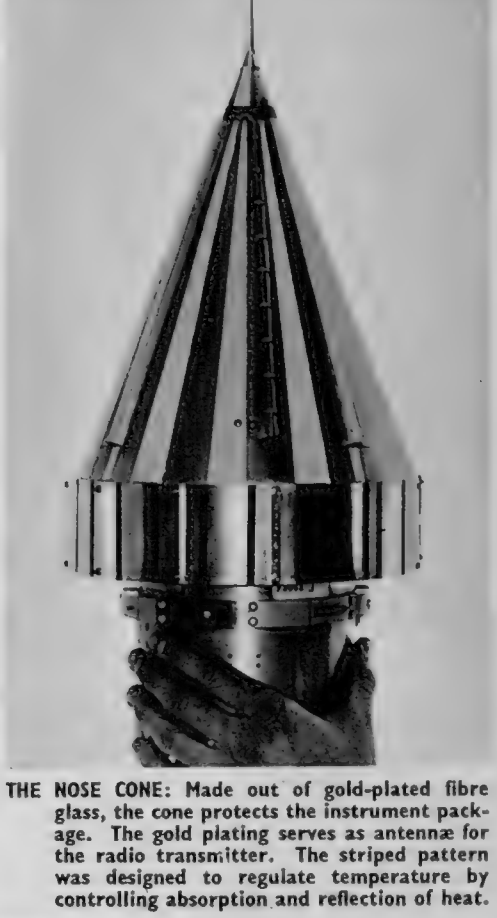
The frequent hithering and thithering of Prime Ministers and Foreign Secretaries does not, as I have made abundantly clear, conform, in my view, to the best and wisest principles of diplomacy. Imprecision, misunderstanding, haste and fatigue are inseparable from these jaunts. What is to be said about the no less frequent voyages of discovery made by Back-Bench M.P.s? They are rarely helpful. We have only to recall the case of Colonel Banks bustling to and from Cairo; Mrs. Jeger, Mr. Driberg, Mrs. Castle and Mr. Francis Noel-Baker busying themselves in the affairs of Cyprus; Mr. Fenner Brockway's persistent interest in Kenya, to wonder whether any or all of these journeys were really necessary. If their voyages were genuinely undertaken in order to understand the difficulties and complexities of specific issues, they would, I admit, be praiseworthy.

But politicians go forth on their travels, too many of them, with little closed minds and big open mouths. They see only what they want to see; they are temperamentally incapable of objective observation and assessment; they think and they talk—dear, oh dear, how they talk—in terms of their own preconceived ideas. I sometimes ask myself whether, on a free vote, a self-denying ordinance, embracing Ministers and Back-Benchers alike, on the lines of "This House accepts the principle that, for a year and a day, none of its members shall undertake any journey anywhere overseas for any purpose whatsoever," might not have a remarkably tranquillising effect.

# JOURNEY PAST THE MOON

*America's Space Probe Pioneer 4 is Fired into Space to Orbit Round the Sun*

**PREPARING FOR THE LAUNCH: At Cape Canaveral, in Florida, the American space probe, Pioneer 4, stands vertically on the launching pad. The gigantic service gantry is moved away (seen here as brilliant streaks of light). But the tall pylon (right) is still in place as information is fed to the guidance systems which are placed just above the main section.**



**THE NOSE CONE: Made out of gold-plated fibre glass, the cone protects the instrument package. The gold plating serves as antennæ for the radio transmitter. The striped pattern was designed to regulate temperature by controlling absorption and reflection of heat.**

Owing to an error in its flight path, Pioneer 4 the U.S. space probe, which was expected t remain in orbit round the sun for an immeasurabl time, missed the moon by more than 10,000 mile It passed approximately 38,000 miles away, distance which did not allow its instruments function properly to send back information abo the moon. It was, in fact, not so accurate a sh at the moon as the Russian *lunik*. But, when th has been said, it is also true to say that Pioneer was a triumph for the United States. Its radio tran mitter worked; all four stages of the launchi vehicle fired on schedule; and the small launchi error was estimated at about 3 or 4 degs.

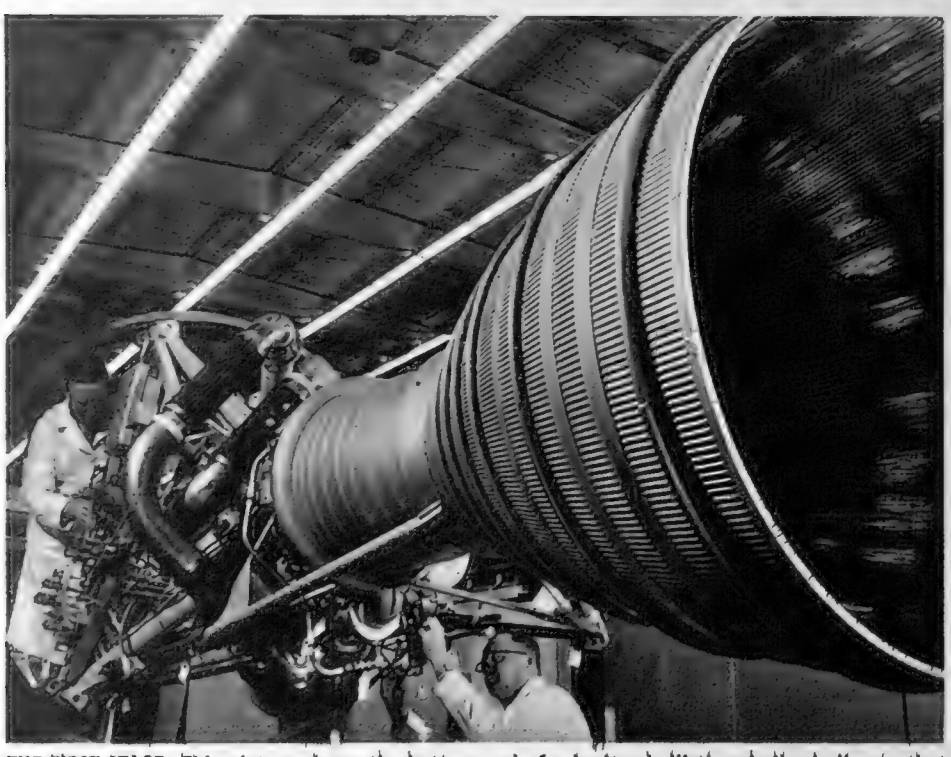
So complex is the task of sending a satellite in orbit round the moon that to many scientif observers it has seemed unlikely that the task w be accomplished until some complex system altering the launching vehicle's flight path can b made practical. With Pioneer 4 and other shot including in all probability Russian attempts, onc the satellite is on its way, nothing much can be don To balance the Russian accuracy is the America ability to design lightweight instruments whic transmit valuable data back to earth.

The launching vehicle, named Juno 2, consiste of four stages. It left the launching pad at Cap Canaveral a few seconds late to become a streak yellow light in the dark sky. Its first stage was Jupiter ballistic missile, the concern of the U.S Army. It provided the booster thrust to gain speed of 24,890 m.p.h., ample to escape the pull o the earth's gravity. This fired for three minutes an then was jettisoned. In sequence, the shrou covering the next stages and the instrument packag was jettisoned, to be followed by the firing of th second stage, a group of solid-fuel rockets.

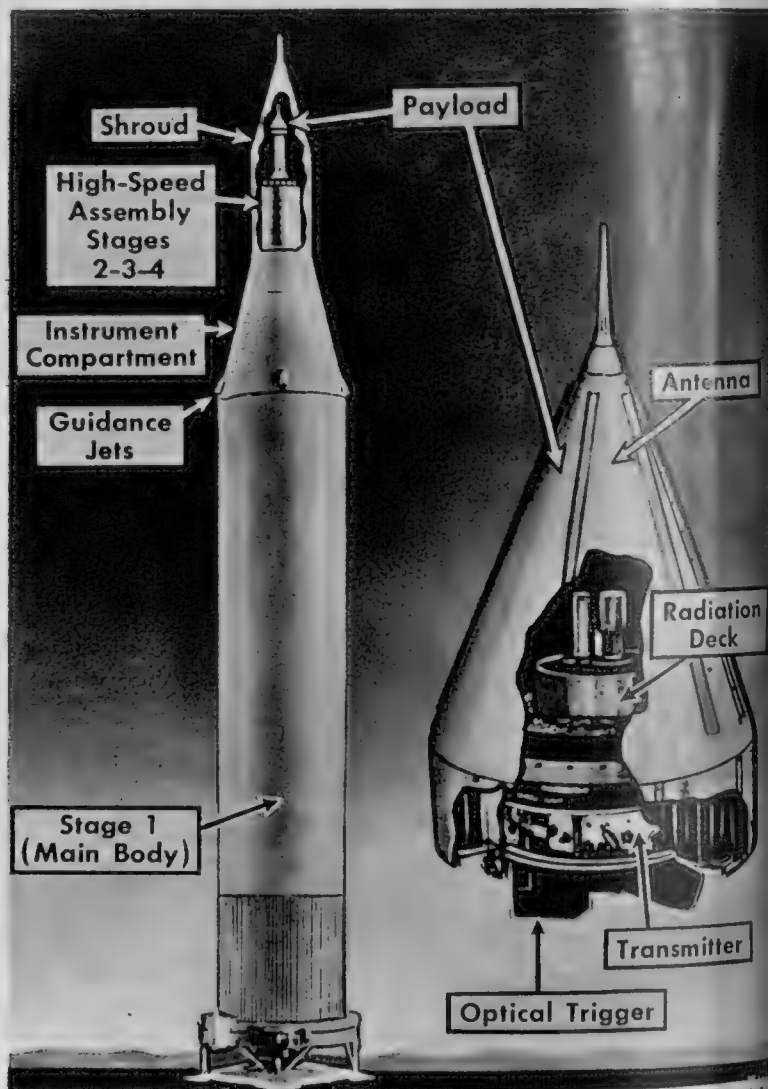
The third and fourth stages were fired o schedule and then jettisoned to leave the instrumen package to proceed at a speed of about 6,000 m.p.h on its journey past the moon. Signals were receive from Pioneer 4 at Jodrell Bank when it wa 200,000 miles from the earth. It was the furthe the radio telescope had tracked a man-made objec

*On right—*

**MAKING THE COUNT-DOWN: In the missile-launching blockhouse an engineer prepares to give the command to launch Pioneer 4. Background is Dr. Hans Gruene, the deputy chief of the U.S. Army ballistic missile-firing laboratory.**



**THE FIRST STAGE: This picture shows the bottom end of a Jupiter ballistic missile similar to that used as the first stage of Pioneer 4. Built by Rocketdyne, the engine is liquid fuelled and develops 150,000 lb. thrust. The U.S. Army is responsible for the missile's technical development.**




**THE LAUNCHING VEHICLE AND PAYLOAD: Known as Juno 2, the launching vehicle is made up of a liquid-fuelled Jupiter ballistic missile as the main stage, surmounted by three further stages of clusters of solid-fuelled rockets (stages 2, 3 and 4).** The payload is contained in a gold-plated shell and consists of instruments for measuring radiation and a voltage regulator (the tubes above the radiation deck). Below that is a radio transmitter surrounded by a ring of chemical batteries expected to last for about ninety hours. At the bottom is an ingenious device shaped like a pistol, which was to have measured the impact of light from the moon on two photo-electric cells. Unfortunately, the instrument package did not pass near enough to the moon for this to come into operation. At its closest it was about 38,000 miles away.

THE PAYLOAD OF JUNO 2: Technicians fit the instrument payload in its shell (top) on to the fourth stage of the propulsion unit. The payload was sterilised to prevent the spread of disease-carrying microbes if it had hit the moon.

A FURTHER STAGE IN PREPARING THE PROBE: Technicians at the launching-base in Florida lower the nose cone over the instrument package and the fourth stage of Juno 2. The shroud was jettisoned during the flight of the rocket, after the main booster stage burned out.

LAUNCHED INTO THE NIGHT SKY: Juno 2 roars away from the launching pad in clouds of smoke and steam. *Right*—The rocket leaves a trail through the night sky as it veers into orbit. All four stages of the rocket, which burned with a sharp yellow glow, fired on schedule.

# RETURN FROM THE ANTARCTIC

*The Voyage Home of the Royal Society's Expedition to Halley Bay*

At the end of February the Royal Society welcomed the return to Britain of its Antarctic expedition, which made a major contribution to the U.K. programme for the International Geophysical Year. This was completed at the end of 1958. The expedition's base was at Halley Bay, and during the year there were twenty men stationed there under the leadership of Mr. J. MacDowall, a senior scientific officer of the Meteorological Office of the Air Ministry. Most of the men were at the base since the beginning of 1957. The M.V. *Tottan* arrived at the base to take the expedition home in the middle of January. Bad weather conditions were encountered on the voyage through the treacherous icefields of the eastern part of the Weddell Sea, and at one point the *Tottan* was held fast for four days.

Under her captain, Leif Jakobsen, *Tottan* has made journeys to Halley Bay every year since 1955. The Royal Society Base has now been handed over to the Falkland Islands Dependencies Survey. Much meteorological data was obtained during the I.G.Y. programme. Over 1,250 upper air balloons were launched, some reaching heights of over 12 miles. Important work was done on the annual variation of the atmospheric ozone above Halley Bay. Radio echo data obtained from aurora have been compared with similar data from Jodrell Bank, in Cheshire. This has shown that the great aurora of the northern hemisphere is accompanied simultaneously by much increased activity in the aurora australis. The station which was established at Halley Bay was found to be placed on an ice-shelf several hundred feet in thickness, which appeared to be partly aground.

**CAUGHT IN THE ICE: The crew of the M.V. *Tottan* and some of those taking part in the Royal Society's Antarctic Expedition try to free the vessel. *Tottan*, while on the voyage home from Halley Bay, encountered bad weather conditions and was held fast for four days in the pack-ice of the Weddell Sea. The expedition reached Britain last month.**

**AWAITING THE ARRIVAL OF THE M.V. "TOTTAN": Members of the Royal Society's Expedition for the International Geophysical Year (July 1957-December 1958) stand on the edge of the ice at Halley Bay in the Antarctic as they watch the approach of the motor vessel.**

**A COLD AND DESOLATE SCENE: From the deck of the *Tottan* can be seen the pack-ice in the Weddell Sea stretching away to the horizon. The 540-ton vessel was on the voyage from Halley Bay to Cape Town. She left Halley Bay in mid January.**

**THE RELIEF SHIP: The *Tottan* is caught in the ice of the Weddell Sea. *Left*—Silhouetted between the peaks of the pack-ice is the stern of the vessel. Under her captain, Leif Jakobsen, she has made several voyages through the treacherous Weddell Sea.**

UNDER THE BRIDGE: A barge passes down the canal at Great Linford, near Newport Pagnell, Buckinghamshire. In the background is the Old Wharf Inn. A White Paper on Canals was published by the Minister of Transport on February 23, and sets out an interim policy.

AQUATIC SIGNPOST: Signs have been put up at canal and river junctions to help boatmen in their navigation of inland waterways. This one is at Bull's Bridge, where the Paddington Arm meets the Grand Union Canal.

# THE FUTURE OF CANALS

*Controversy on a Ministry of Transport White Paper*

*On left—*

A PLEASURE CRUISE: *Water Rambler* carries passengers on the canal near Enslow, Oxfordshire. The journey via Stratford-on-Avon, Leamington Spa and Warwick takes five days and the boat makes the return journey the following week. *Water Rambler* is a converted cargo-carrying boat and can take twenty passengers. To the left of the picture is a barge which has been converted into a houseboat. Smaller pleasure boats are plentiful on the canals, one of the advantages being that one does not have to row against any current or tide.

A HORSE-DRAWN LIGHTER: One of the older forms of canal transport seen entering the Grand Union Canal from the Thames at Brentford. In Holland teams of dogs (which are similar in type to the huskies which pull sledges in polar regions) have been used to pull barges.

CLEARING THE WAY: An icebreaker operates on the Grand Junction Canal at Berkhampstead. The craft is rocked to and fro by men standing on deck and holding the central rail; this breaks the ice and clears a path for other boats.

The future of Britain's canals has caused a certain amount of controversy in recent years. There are some who feel that many of the canals are uneconomical relics of a bygone age that we can quite easily do without; others feel that these canals can still be of use, not only for transport, land drainage and water supply, but also for recreational purposes.

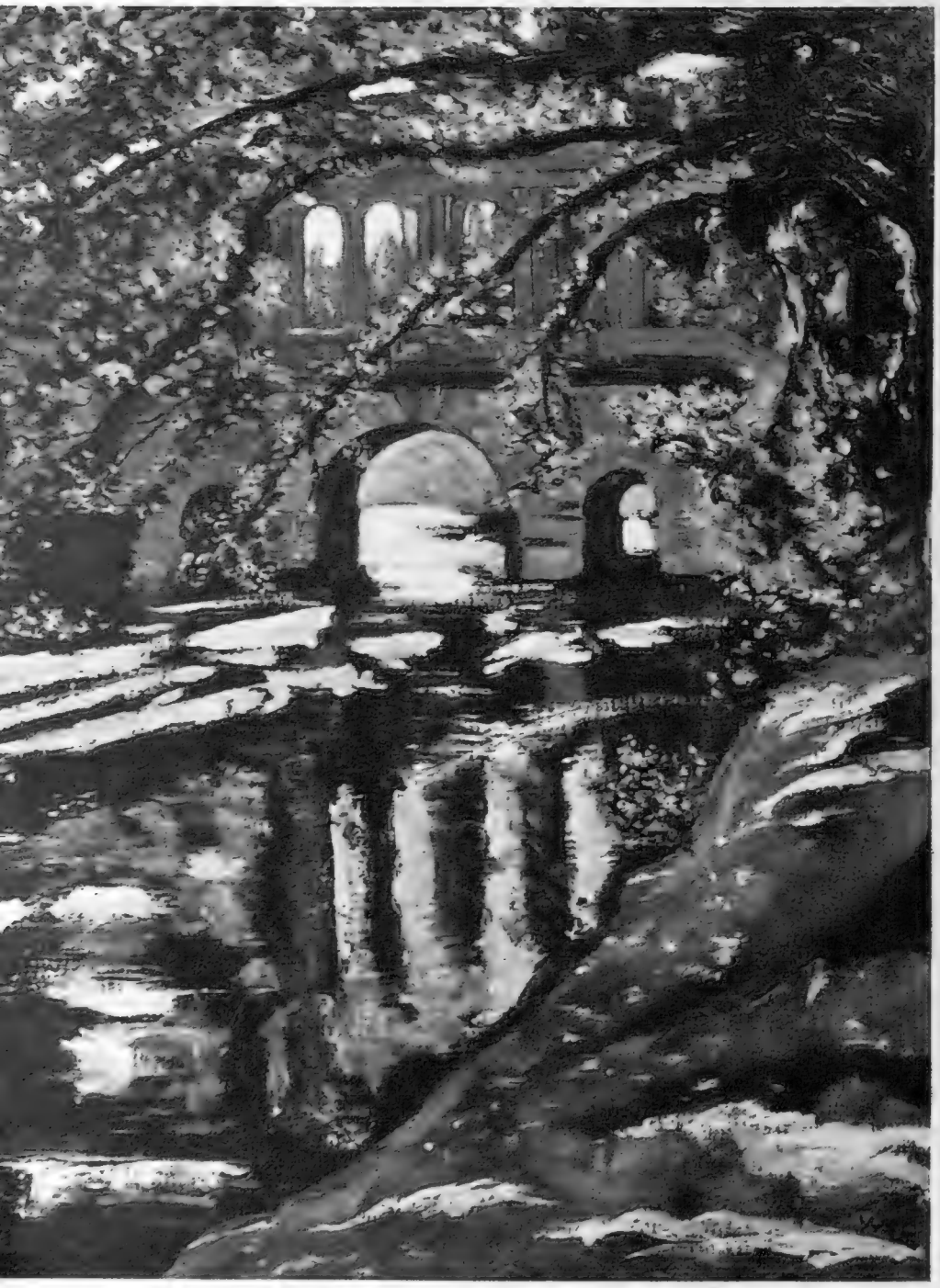
On February 23 the Minister of Transport published a White Paper on Inland Waterways. This shows that before making their final decisions on legislation the Government are going to experiment with some of the ideas on canal development which were reviewed in the Report of the Bowes Committee of Inquiry into Inland Waterways. It sets out an interim experimental policy, covering about two years, to enable urgent cases to be dealt with and useful experience to be gained.

An Inland Waterways Redevelopment Advisory Committee will be set up immediately to deal with plans for redeveloping Class C canals, i.e., those which are no longer of use for transport but are useful for other purposes, such as land drainage and water supply. The Committee will consist of those with experience of the interests involved. It is expected that redevelopment costs will be borne by those who benefit, and it will be seen to that those who are not at present paying sufficient for the services they receive pay a sufficient sum in future. Application for Government grants will be considered under existing legislation, and in addition, the Government will be prepared to make special *ad hoc* grants where the circumstances call for it. Although grants are mainly designed for Class C canals they will also be considered for Class B—mainly narrow-boat canals.

The Inland Waterways Association, a body which advocates the restoration and use of canals, has received the White Paper with mixed feelings. They welcome the new *ad hoc* grants and the fact that those canal users who are not now paying sufficient will in future have to pay fully for the benefits they receive. On the other hand, they have a number of criticisms to make. For example, according to the Association, working boats should make payment by annual licence instead of by toll on tons carried, and this has not been mentioned in the White Paper. The Redevelopment Advisory Committee should advise the Minister on general matters connected with the waterways, and not only on the redevelopment of certain canals. The whole waterways system should be put into the hands of a new and independent waterways authority, say the Association, and they see hope in the fact that the White Paper does not exclude this possibility. The Association feel that the White Paper does not go far enough and that a substantial part of the inland waterways system should be restored to first-class navigable order.

*"Mimizan Lake." The scene near the Biscay coast of France was painted by Sir Winston Churchill about 1922, and is on show at his London Exhibition.*

*"Lake in Norfolk." The picture dates from around 1936. The Exhibition of paintings by Sir Winston Churchill at the Royal Academy remains open until May 31.*



*"Palladian Bridge" is a work by Sir Winston Churchill which he painted in 1925.*

# THE PAINTINGS OF WINSTON CHURCHILL

## *The London Exhibition of Work by the Hon. Academician Extraordinary*

*(Pictures reproduced by courtesy of Sir Winston Churchill and the Royal Academy)*

The exhibition of paintings by Sir Winston Churchill, which was seen in America last year, opened at the Royal Academy last Thursday (March 12). For the next eleven weeks—it closes on May 31—the exhibition will undoubtedly be one of the major attractions in London. It will not be surprising if attendance records are broken at the Royal Academy Diploma Gallery by the multitude of those wanting to study yet another facet of that remarkable character who among his plenitude of honours has the unique rank of Hon. Academician Extraordinary. The visitor is advised to have not only a catalogue, but also a copy of the artist's *Painting as a Pastime*, published in 1948. In the vast library of Churchillian writings this brief volume ranks with *My Early Life* as being most revealing about his own personality.

The prescription of Change as the "master-key" in the remedy for the "avoidance of worry and overstrain by persons who, over prolonged periods, have to bear exceptional responsibilities," is penetrating in its understanding of psychology. Painting is recommended as "a companion with whom one may hope to walk a great part of life's journey." Sir Winston, as he relates, was forty before he took up painting, after he left the Admiralty in 1915. "I had great anxiety and no means of relieving it." Lady Lavery, the wife of Sir John Lavery, was his tutor, and under her instruction he attacked the art as he has attacked every other problem.

It is not surprising that to Sir Winston "painting is like fighting a battle . . . a proposition which, whether of few or numberless parts, is commanded by a single unity of conception." It is also "great fun." Oils should be used, "a medium which offers real power." The Exhibition provides abundant evidence of Sir Winston's skill as a campaigner with the brush and palette. He has never had the habit of dating his canvasses, so many catalogue dates are approximate.

*"Magnolia" (circa 1930)—lent by Mrs. Christopher Soames.*

*"Study of Boats (French Riviera)" is one of five paintings* (circa 1933).

*"Chartwell Kitchen Garden" is a view of the Churchill estate in* 1948.

*"Valley of the Ourika and Atlas Mountains" is another* 1948 *painting.*

*"Lawrence Farm, Plug Street." One of Sir Winston's first works—1916.*

*"St. Jean, Cap Ferrat"* (1946). *A district much favoured by Sir Winston Churchill in recent years.*

*"Le Beguinage, Bruges," is of the* 1946 *period and has been loaned by Miss Hamblin.*

# THE LOMBARDY POPLAR

*The Tree was Introduced into This Country in 1758; Speculations About the Date of Introduction of Other Trees into Britain*

By BRIAN VESEY-FITZGERALD

LAST year, so far as can be judged, was the bicentenary of the introduction of the Lombardy Poplar. If you complain that it is not much good writing about a bicentenary in the year following the event, I would be the first to concede that you have a point; and a good one. But the simple truth of the matter is that I did not know that last year was the bicentenary of the introduction of the Lombardy Poplar until the beginning of February this year. I learnt of it then only because I went to the dentist.

Now, when I go to the dentist (an ordeal which I invariably put off until the very last moment, for I am a coward), I do my best to see that I get my money's worth. I therefore arrive half-an-hour before the time agreed for my appointment, and this time I spend in the waiting-room, catching up on the back numbers of magazines which I would otherwise never read at all.

"Back" is the operative word. Unless you are fortunate enough to have a complete set of false teeth, in which case you may have forgotten or, perhaps, be

**THE LOMBARDY POPLAR: This picture shows some fine examples growing at Oxford. Specimens of the Lombardy Poplar rarely reach 100 ft. in height.**

under the impression that there has been an improvement since your day (I can assure you that there has not: in this respect, at least, there is no reason to believe that dental practice has altered within living memory), you will know that the literature provided in dentists' waiting-rooms is out of date, very out of date. This is true even in the case of the mass-circulation weeklies. In the hey-day of *Picture Post* you were fortunate indeed to find a copy less than two months old. Even *Punch*, which must have one of the largest waiting-room circulations in the country, never seems to emerge from the domestic lair (and then to all appearances unread) in less than a month. There must, I feel, be some deep psychological reason for this. The practice is so universal in this country that I think that dentists must be given a final briefing on the importance of the back number before they are let loose on their fellow citizens.

Not, mind you, that I am complaining. I make a bee-line for the stack of women's weeklies, turn to the "problem" page, and set about bringing myself up to date (reasonably up to date, that is, having regard to dental practice) with the modes of modern courtship and marital trends and difficulties. At the end of half-an-hour of this I do not very much mind what the dentist does to me.

But on this occasion, one down in the stack of women's weeklies, I came upon a copy of *The Gardeners' Chronicle*. This is not a magazine which one expects to find in a dentist's waiting-room. The issue, since it was dated December 27, 1958, and was therefore only just over a month old, obviously had nothing to do with my dentist and must have been left by some distraught client. It is not one which I usually read because it treats of gardening on a higher and more expert plane than that to which I pretend. But I was never one to look a gift horse in the mouth, and I settled down to improve my mind. Which, in fact, I did do: for it was then, in a most interesting article by J. D. U. Ward, that I learnt about the bicentenary of the introduction of the Lombardy Poplar.

The first Lombardy Poplar was brought to England from Turin by Lord Rochford. There seems to be pretty general agreement about this, but perhaps not quite such general agreement about where he planted it in 1758. Mr. Ward does not commit himself on this

**THE WALNUT: The fruits of this tree are single-seeded and are enclosed in a wrinkled shell, with a fleshy green skin. Most authorities say that the name means "foreign nut." The fruit only ripens in Southern England.**

point, but merely states what I take to be the majority opinion: that he planted it at St. Osyth Priory, in Essex. Mr. Ward continues: "A fragment of the reputed first Lombardy Poplar still lives: of the original tree only a part of the stump or shell survives, but from this living segment there grows a considerable young shoot which, even from a distance, is big enough to pass as a tree in its own right, even if no towering giant. Beside it is a younger tree, grown either from a cutting or a root-sucker."

Three Lombardy Poplars stand at the end of my garden, though not on my property, and I look at them with pleasure every day, and have done so for many years. They are large, tall trees—"towering giants" I should have called them, but Mr. Ward is careful to point out that the height of vigorous Lombardy Poplars can be misleading (he says that specimens of 100 ft. are scarce and that none of 120 ft. seems to have been recorded in England in the past quarter of a century), so perhaps they are not quite as tall as they seem, but they are nevertheless very satisfying to the eye. But now I look at them and feel rather ashamed, for I did not know any of this.

All this has set me wondering about other trees. A great many of our trees have been introduced—especially in recent years with the demand for conifers in commercial forestry—and I began to wonder if we had as detailed information about all of them. For it is odd, when you come to think about it, that we should know so much about the first Lombardy Poplar, and really it is odd that it should have been the first. It is not an uncommon tree along the river banks of Lombardy, and many British aristocrats must have been familiar with it long before Lord Rochford. One would have thought that at least one of them would have thought that it would look well in the park at home. It is not as if the introduction of trees for ornamental purposes, or for commercial purposes for that matter, was anything new: Lord Rochford was not setting a new fashion or anything like that. The Norway Spruce was apparently introduced in the fifteenth century, the Stone Pine and the Horse Chestnut early in the sixteenth century, the Lime by Sir John Spelman during the reign of Queen Elizabeth I, and the Larch (on a commercial basis) early in the seventeenth century. I am a little astonished that so notable a tree as the Lombardy Poplar should have had to wait so long.

The date of introduction for many of our trees is quite unknown. The Elm, for example, has been with us for so long that nobody has the least idea when first it was brought in: if, indeed, it was, for there are those who consider it to be indigenous to Britain. If it was introduced, then it may have been by the Romans, for it was the Roman custom to plant it on funeral mounds. At any rate, it was probably the Romans who brought in the Sweet or Spanish Chestnut. They did so for the sake of the edible fruit and they must have been rather disappointed, for though the Sweet Chestnut is very successful as a tree it has not in our climate been a very successful producer of edible fruit.

It is natural enough that the beginnings of trees brought in so long ago should have been forgotten, but it is surely very strange that we should know nothing about the introduction of the Mulberry. Here is one of the most pleasing of all trees, one known from the very earliest records of antiquity (it may well have been one of the first trees to be cultivated by man), one beloved for its appearance and its fruits, and its associations. Yet it is a fact that nobody knows when the Mulberry tree first reached England. To grow his own silk was one of the dreams of James I. In 1609 he planted (at a cost of £935; a very considerable sum in those days) a garden of Mulberry trees near his Palace of Westminster, and this became one of the fashionable haunts of eighteenth-century London. Another man who planted (also in 1609) a famous Mulberry tree was Shakespeare in his garden at Stratford-on-Avon. But neither of these introduced the tree.

Obviously, it was known in England long before 1609. It seems probable that it was brought in by the first Huguenot refugees about the middle of the sixteenth century, for some, at least, of these men must have been silk merchants or weavers. James I, incidentally, did more than plant his Mulberry garden in London: he made a determined effort to start a silk industry on a national scale and authorised a Belgian contractor to plant 100,000 trees in the South of England. The climate proved too cold for the silkworms (and anyway the trees were all Black Mulberries, which are not so popular with the worms as White Mulberries) but many of these trees are still alive.

William Shakespeare is not the only famous literary figure connected with a tree, for two, Francis Bacon and Alexander Pope, are credited with actual introductions. Bacon, indeed, with two: the Plane tree and the Catalpa. The famous Catalpa in Gray's Inn is said to have been planted personally by Bacon, but it is very doubtful whether this was the first in Britain and also doubtful if Bacon had anything to do with it. I do not know that there is really any certainty about the Plane tree either. Bacon is said to have brought the Oriental Plane home with him from the Levant (which I should think very probable) and the London Plane (which is never found growing wild) is supposed to be a hybrid between that tree and the Western Plane, a much later introduction. If this is so, Londoners have every reason to be grateful to Francis Bacon. Alexander Pope is said to have planted the first Weeping Willow in his garden at Twickenham. There seems to be no doubt that the first Weeping Willow was planted at Twickenham, but it was by a Mr. Vernon before 1748. Pope's was the second.

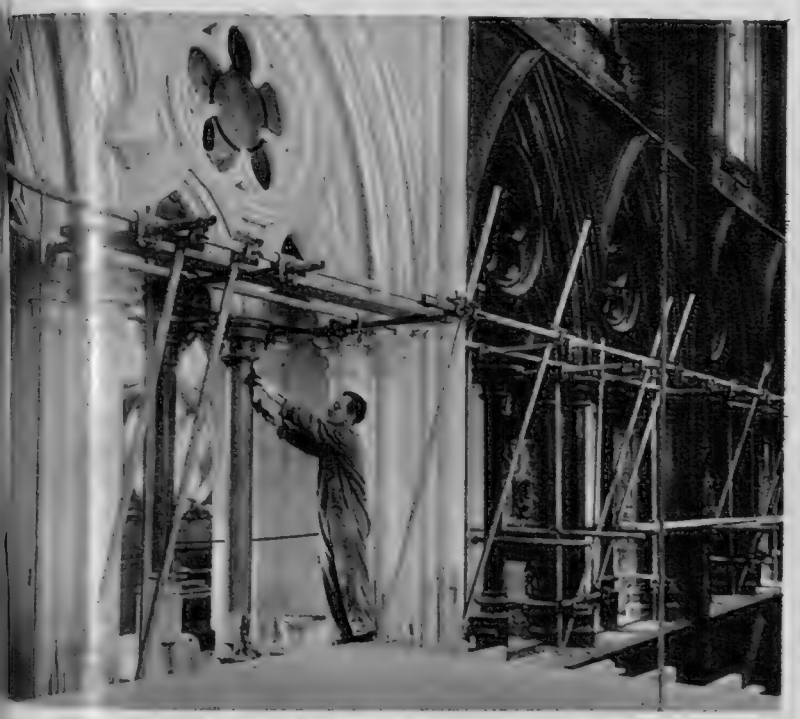
London also claims to be the site of the first Fig tree; planted in the grounds of Lambeth Palace in 1548. There does not seem to be any earlier record of the Fig in England, and yet I find this awfully difficult to believe. The Romans were familiar with the Fig and fond of it, too. If they brought the Sweet Chesnut, I find it hard to believe that they did not also bring the Fig. Did they also bring the Walnut? This, like the Mulberry, is a tree about which we have no information. Cultivation of the tree did not begin, seriously, at any rate, until the seventeenth century, but it must have been introduced long before that. It is usually said that the name means "foreign nut," and some authorities say that this indicates its introduction from Asia.

Actually, it is indigenous to Greece and Yugoslavia and must, therefore, have been known to the Romans and, indeed, it does appear in their literature. I think we have a clue in the name. "Wal" is the Saxon for "foreigner," but in England, though still meaning foreigner, it must surely have been used to indicate the natives? Wales was the country of the Walas, the natives who had been driven westward. Walworth was the Briton's or native's homestead. If this is so, then the Walnut was the native nut. In any case, I do not see how the "wal" of Walnut can be later than Saxon, which surely indicates a Roman introduction?

# WESTMINSTER ABBEY REPAIRS

*Another Stage in the Lengthy Process of Restoring the Fabric*

THE ROOF OF THE CHOIR OF WESTMINSTER ABBEY: The vaulting has been cleaned and the ornaments re-gilded. Work on the nave roof has still to be carried out. The restoration of the Abbey will take many years.



SPRING-CLEAN FOR THE TRIFORIUM: A purbeck marble pillar is washed in readiness for polishing. The contrast is most marked between the section already restored and the grime-covered part awaiting treatment.

Westminster Abbey has suffered through the centuries from the weather and from the dirt and grime which were inevitable in the atmosphere of London in the old days. Six years ago, soon after the Coronation, it was decided that the time had come to embark on a very widespread restoration programme to the interior and exterior fabric. When the work started it was discovered that the state of decay in certain sections of the building was far more serious than at first anticipated. Priority had to be given to urgent repairs. Once these had been done attention could be given to the stonework. Now, month by month more and more of the Abbey is recovering its pristine cleanliness and colour. It is hoped that the work on the interior will be finished in time for the 900th anniversary in 1965 of the founding of the original Abbey. The exterior repairs may require at least a further ten years for completion.

*On left—*

PRIME MINISTERS' CORNER: The statue of Sir Robert Peel in the North transept is washed down. On the left behind the scaffolding is the statue of Gladstone. The G.O.M. is buried in the Abbey.

PERSPECTIVE AND DETAIL: The restored whiteness of the choir roof adds to the lofty Gothic elegance of the vaulting. *On left*—Painting and gilding proceeds on some of the canopies of the choir stalls. The 900th anniversary of the founding of the original Abbey will be celebrated in 1965.

# MODERNISATION IN LONDON AND DOVER

*The New Underground Station at Notting Hill Gate and Alterations at Dover's Marine Station*

A fortnight ago, London's most modern Underground station was opened at Notting Hill Gate. It serves both the Circle and Central Lines of the system. Previously there were two stations, one on each side of the road which passengers had to cross to change lines. These old entrances are being swept away in the London County Council's scheme to widen the road at this point. An average of 32,000 vehicles a day pass along the route which was only 30 ft. wide. It has been calculated that for the 2,000,000 people who change on the Underground at Notting Hill Gate every year, new connecting passages built under the road will save about two minutes.

A new joint ticket station has been built under the road. Other parts of the scheme which are now in operation are the pavement entrances to the south side of Notting Hill Gate, an interchange subway, the two main flights of escalators, and fixed stairs to the eastbound Central Line platform. The pavement entrances on the north side and the public subway will come into use at the end of this year. The station has taken three years to build and has cost £1,000,000. From the ticket hall stairs lead to the Circle Line platforms and a bank of escalators descends to a middle landing, 44 ft. below ground, where a 200-ft. interlinking subway has been built. A second bank of escalators leads down to the westbound Central platform. A short third escalator still to be completed will serve the eastbound platform 100 ft. below ground level. Notting Hill Gate is regarded as a showpiece indicating what future Underground stations will look like.

**RECONSTRUCTION AT NOTTING HILL GATE, IN LONDON:** The road at this point is being widened under the London County Council scheme to eliminate a bottleneck. In conjunction with this a new Underground station has been opened for the Central and Circle Lines. Previously passengers had to cross the road to get from the Circle Line to Central Line entrance (centre). Underground passages now link the two routes.

**INSIDE THE NEW UNDERGROUND STATION:** The escalators leading down to the Central Line platforms at Notting Hill Gate are finished with aluminium panelling. They are the first escalators constructed in this way to be installed on the London Underground system. There is a fixed stairway between the escalators.

**EASTBOUND TO WESTBOUND:** Workmen lay bricks for the short flight of steps which links the eastbound and westbound platforms of the Central Line. In addition, a third flight of escalators is to be built

INSIDE THE ENTRANCE HALL: The station at Notting Hill Gate is built out of modern materials and the interior design is a new departure for London's Underground system. The escalator ceilings are made out of curved plastic sheet with aluminium cover strips. The fluorescent lighting is recessed behind grilles.

MODERNISATION AT DOVER'S MARINE STATION: Extensive track work has been carried out at the station and its approaches as part of the Kent Coast Electrification scheme of the Southern Region of British Railways.

AN INTERCHANGE PASSAGE: Workmen lay concrete floor tiles in the passage connecting the Circle and Central Line routes at Notting Hill Gate station.

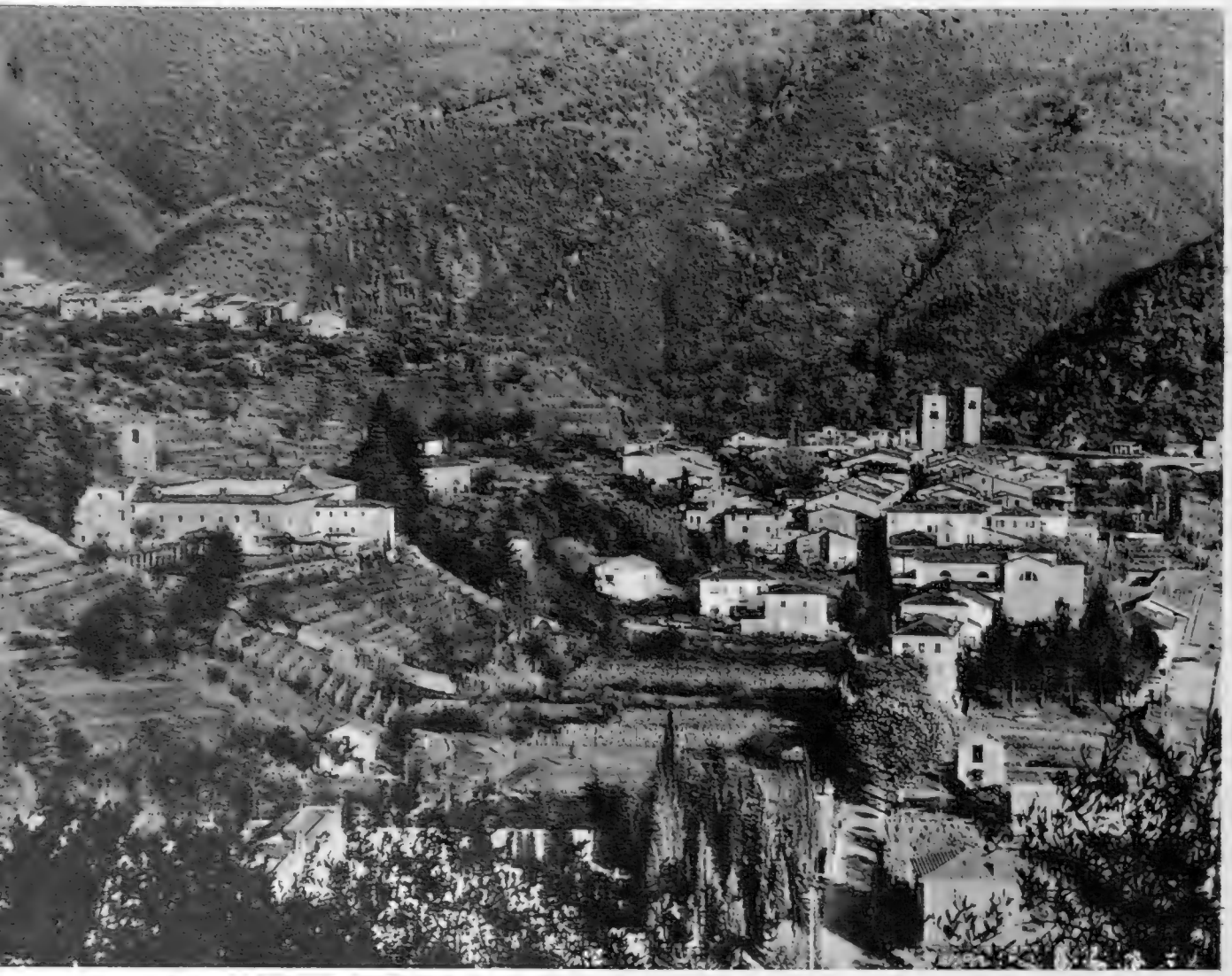
MAKING WAY FOR A COVERED FOOTBRIDGE: It will connect the station with the train ferry dock. At the height of the modernisation work the station was closed for one week and cross-Channel steamers, operating to and from Dunkirk, were diverted from Dover to Folkestone.

*On right—*

THE APPROACH TO DOVER'S STATION: It is in the background of the picture, with the sea on the left. In the station itself work has gone ahead on the lengthening of the platforms.

Modernisation work on Britain's railways must inevitably cause some delay and inconvenience to passengers. The work involved is considerable and the initial preparations for laying the new track often include much excavation and drainage work. Tunnels and bridges often have either to be rebuilt or strengthened, and an essential feature to the introduction of faster and more frequent train services is the installation of the colour light signal system. At Dover, on the Southern Region, big alterations are being carried out to the Marine Station. Recently the station was closed for a week so that the most vital part of the work could be completed. Engineers altered the entire layout of the tracks to allow room for the platforms to be lengthened to take twelve-car trains; work was started on the signalling system and also on the construction of a footbridge to link the station with the train ferry dock. A spokesman for the Region, in referring to the work, said "We do not like closing the station down like this but the alternative would have been to interfere with services for a much longer period."

The modernisation work at Dover is part of the overall plan for the extension of the Southern Region's electrified system to the Kent Coast. First phase of the scheme is scheduled for completion this summer and consists of an extension of the present third rail system beyond Gillingham to Ramsgate, and to Dover Marine via Faversham. The branch from Sittingbourne to Sheerness is included, and the total distance to be covered is 78 miles.



**PATTERN OF A PROGRESSIVE AGRICULTURAL COMMUNITY: The buildings of the village of Borgo a Mozzano, in Tuscany, are surrounded by carefully cultivated fields and slopes. The economy of the north Italian commune has been almost completely transformed during the past five years as result of an experiment in agricultural improvement, which was sponsored by the Shell Italia Company.**

**INTRODUCTION OF MECHANICAL FARMING: A tractor and other agricultural machines are exhibited to interested inhabitants in Borgo a Mozzano. The picture was taken at the stage of the improvement scheme when the agronomist directing the experiment wished to demonstrate the advantages of mechanised farming.**

Borgo a Mozzano was selected for the project as being typical of many such communes in Italy. The result has shown a marked rise in the income of the people, who have paid for the experiment themselves. The only costs covered by Shell Italia are the wages and overheads of the agronomist

It is calculated that slightly more than 40 per cent. of the population of Italy depends on agriculture as a source of income. Most of the people concerned are probably smallholders and they are scattered in communities which are rarely large. Suggestions for improving their lot have often been mooted but have rarely passed beyond the discussion stage.

Five or six years ago the Shell Italia Company and the authorities of Florence University started to consider practical measures which might help to better the Italian farmers. It was agreed that the first step was to decide on an area which could be regarded as "typical" for any experiments. After a widespread search, Borgo a Mozzano was chosen.

This is a commune in the part of Tuscany which borders on Garfagnana, in the province of Lucca. It comprises sixteen villages with a number of outlying farms, in all containing around 8,000 inhabitants.

**OVERCOMING LOCAL PREJUDICE: Dr. F. Volpi (left), the agronomist, talks with a farmer during the preliminary stages before inaugurating the scheme. Opposition to progressive ideas had to be overcome before a start could be made.**

A young agronomist, Dr. Volpi, was appointed to work on the project in 1954. His first task was to survey the district and to win the confidence of the inhabitants. The latter proposition was not easy. The people had managed to earn some sort of a livelihood for generations and therefore could not at once see the advantages of progress. Further, Shell Italia made it clear through Dr. Volpi that they did not intend to pour large sums of capital into the commune. The basic principle of the scheme was that it should be self-supporting.

Walking round the district and talking with the people, Dr. Volpi pointed out that there were modern methods which could help to improve output. Interest was slowly gained. When he had persuaded one farmer to introduce hybrid maize, thus greatly increasing his harvest, it was not long before cultivators of vegetables, fruit and vines were also asking for advice. Demonstrations were given of farm machinery—which, it must be remembered, had to be purchased and would not be donated. The virtues of fertilisers were extolled and shown to be actually beneficial. A vehicle was brought in which showed that if mule tracks were turned into even rough roads, then communications with markets were vastly improved.

All this took time. But gradually Borgo a Mozzano accepted "the Doctor," as they called the agronomist, as one of themselves and realised that he was there only to assist them to help themselves. The results of the experiment can be judged from a few figures. In 1954 the total income of the commune from agriculture was £425,400, the average gross income per family being well under £300 a year. To the beginning of this year the total increase in the whole of the commune's income has been £56,840. Ploughing costs have been reduced by more than 80 per cent. per hectare and cost of transport to market decreased.

This is still only a beginning. Borgo should still further improve its economy —and other areas of Italy are being encouraged to follow its example.

**AMBASSADOR OF PROGRESS: At the bonnet of his vehicle Dr. Volpi converses with a local inhabitant. Passing them is a man with a heavily-laden donkey, representative of the old type of transport. Once he had won local confidence Dr. Volpi was accepted as a valuable ambassador of progress.**

# TRANSFORMED COUNTRYSIDE

*A Far-reaching Agricultural Experiment in the North of Italy*

WEALTH FROM THE TREES: A tractor brings a load of timber from the woods which abound in the district. In the background, fields are neatly terraced on a slope. Until the introduction of mechanised transport it was impossible to market much local timber.

*On left—*

SIGNS OF THE TIMES: Motor vehicles indicate the progress made by the people of Borgo a Mozzano. Products of all kinds can be marketed in larger quantities, more speedily and over a wider area than in the old days of mules and donkeys.

MAKING A ROAD: Work proceeds on the approach to one of the more remote hamlets. Until the experiment was started, many outlying districts could be reached only by mule track.

CULTIVATING THE SOIL BY TRACTOR: Work is speedier and more efficient. The farmers are given expert advice in choice of the right machines for particular tasks before they buy them.

A DEMONSTRATION OF A PROFITABLE INVESTMENT: A tractor and machine show their paces to potential buyers in Borgo a Mozzano. Young agronomists are now being sent there to study the technical and social experiment, which is regarded as so successful that similar projects have been started by international organisations elsewhere in Italy.

**CONTRASTS IN BUILDING IN NORTHERN NIGERIA:** *On the left* is a group of houses in traditional style at Kano, the commercial and industrial centre of the north. *Right*—In contrast is the newly-completed building for the Region's Ministry of Finance in Kaduna, the capital. The Northern Region, largest area of the Federation of Nigeria, achieves self-government to-morrow (Sunday), the other two regions (Eastern and Western) having gained the status in 1957. Nigeria becomes independent in October, 1960.

# NORTHERN NIGERIA

*Developments in the Region Which is Now Reaching Self-Government*

After fifty years of British rule, Northern Nigeria attains self-government to-morrow (Sunday). This is the last political stage of development before the entire country (Eastern, Western and Northern Regions) achieves independence next year. Northern Nigeria is three times the size of the United Kingdom and its population of 18,000,000 is made up of many tribes and creeds, with the Muslim faith predominating. They live according to an economy based mainly on agriculture. Forty per cent. of the world's groundnut crops are grown in the region, and the so-called Morocco leather actually comes from the skins of Sokoto's goats. Ancient crafts and traditions are still maintained alongside modern industries and developments. Many new buildings and factories have been erected in recent years and the pictures on this page illustrate some of the achievements in Kano, the commercial and industrial centre, and Kaduna, the capital and seat of government. Some of the pictures are taken from an exhibition at London's Royal Exchange which the Lord Mayor had arranged to open last Monday. In Nigeria the actual celebrations for the Region's Independence will not take place until May, as Muslims are now keeping the Fast of Ramadan.

Kano, with its old walled city, built a thousand years ago, has a long trading history. In former days it was a terminus for camel trains. To-day, the city is served by rail and a large modern airport. Industries established in Kano are producing a wealth of items. They include scent and face-powder; soap; rubber and plastic shoes; carbon dioxide; tarpaulin; steel furniture, and concrete blocks. In addition there are factories for tanning and canning. The main purpose of the cannery—the only one in West Africa—is to preserve the surplus of seasonal harvests for times of shortage. But the cannery has also built up a considerable export trade as well as local sales. Craft industries of the city include hand-loom weaving; leatherwork; dyeing; silver beating and pottery.

Although industries are mainly centred in Kano, some are established elsewhere. The Amalgamated Tin Mines of Nigeria are situated at Jos, in Plateau Province, and a modern dairy is operated at nearby Vom. There is a railway repair shop at Zaria, as well as a sheanut butter factory, and at Makurdi, on the Benue River, there is a boat-building yard. Cotton production in the country has been improved with the opening, just over a year ago, of a huge £1,000,000 textile mill at Kaduna. It is expected that a peak production of 12,000,000 yards of cloth will be reached during this year. This will be further increased by the installation, now under way, of more machinery.

The Government of Northern Nigeria encourages overseas—especially British—investment in the country. It permits profits and dividends to be easily transferable and capital can be re-patriated at will. Exemption from income-tax is granted under the Aid to Pioneer Industries Ordinance. Recently, one of the Ministers, when speaking to the Kano Chamber of Commerce about his country's need for capital and technical knowledge, said: "We are conscious of the fact that there are many other undeveloped parts of the world looking for the same things at this time. However, besides our natural resources and a market of some 18,000,000 people, which must continue to have an attraction for traders and industrialists, I think we can offer a well-ordered stable society in which commerce and industry can thrive. As a government, we are prepared to do our part to maintain a climate of confidence."

**COMMUNICATIONS IN THE NORTHERN TERRITORY:** The railway bridge spanning the great Benue River at Makurdi was built in the '30's. It is half a mile long and also accommodates vehicular and pedestrian traffic. The boat on the left of the picture is steaming to its destination far inland. *On left*—The church was built in Kabba Province during a communal self-help campaign in the Region. In some areas complete villages were built by the people. The building of churches and schools was guided by Missionary Societies.

**IN KADUNA AND KANO:** *Left*—The view of the Law Courts in the capital was taken shortly before its completion. *Right*—A new block of single rooms at the Central Hotel, in Kano; each has its own bathroom and private balcony. The International Airport at Kano is used by many major airlines, including B.O.A.C. Among Kano's new factories is one for the Nigerian Carbon Dioxide Company. The groundnut oil industry is also represented in Kano, and the surplus oil, not required locally, is exported.

**OPENING UP A BOTTLENECK IN A FAMOUS LONDON THOROUGHFARE : The pictures on this page show the progress being made in the widening of the Strand at its Trafalgar Square end. *Above*—The pavement in front of the forecourt of Charing Cross Station runs over the site on which shops used to stand. Eleanor's Cross remains in its old position. *On left*—The prominent new building at Charing Cross is the office block which is part of the improvement scheme for this busy thoroughfare.**

# THE NEW STRAND

*Easing the Flow of Traffic to and from Trafalgar Square in London*

The earliest recorded references to the Strand include complaints about the state of the road and demands for its improvement. In the reign of Edward III it was described in a document as "deep and muddy," because of the constant traffic to and from the market of Westminster. So from the fourteenth century it can be assumed it was recognised as a serious "bottleneck." Various plans were put forward for easing it but nothing was done. The advent of the railway, with the building of Charing Cross Station and the ensuing extra traffic entering and leaving its forecourt, and then the arrival of the motor-car brought the bottleneck question to a head. However, it is only now that action has been taken to solve the problem. Under the London County Council's improvement scheme the Strand at its Trafalgar Square end is being widened to about 80 ft. overall from Halifax House to Northumberland Street. The forecourt of Charing Cross Station has been decreased, but the famous Eleanor's Cross, a reminder of the reason for the name of the area, is being kept in its old position. Going eastwards to the site of the old Tivoli cinema, new offices, shops and a fashion store are being built, in front of which the traffic should flow more speedily.

A TRIP THROUGH THE SNOW: A party of guests from a local hotel drive on sledges through the snow near Cortina d'Ampezzo, in the Italian Dolomites. This area is becoming increasingly popular with British visitors.

MUSIC AND DANCE IN THE WINTER SCENE: The guests have alighted from their sledges and are enjoying dancing and singing in the bracing climate of the Dolomites.

CARNIVAL FOR CHILDREN: Boys and girls in various costumes gather on the ice at Cortina. The local authorities and hoteliers in the North Italian resort pay great attention to giving children attractions as well as their parents.

FANCY DRESS BALL: Adults in the background look on while children enjoy themselves in one of the many entertainments regularly provided for them in the hotel.

## IN THE ITALIAN DOLOMITES

The area of the Italian Dolomites which has for long been a favourite resort for British tourists in the summer, has now become easily accessible during the winter as a result of an air-road service instituted by British European Airways. Winter sports facilities are available in the most excellent conditions for both the novice and the expert. The pictures above show something of the enjoyment provided by the Hotel Cristallo Palace, in Cortina d'Ampezzo, one of the chief centres in the Dolomites. Visitors who prefer recreation less violent than ski-ing can take sledge rides along the snow-clad slopes and enjoy a picnic or barbecue. As is the case in most parts of Italy, particular attention is paid to children. Carnivals on the ice and fancy dress balls are a regular part of their entertainment.

*The Sphere of Travel*

# THROUGH THE SWABIAN FOREST

*A Tour of a Little-known Part of Germany*

By GORDON COOPER

AS in almost every country there are in Germany many undiscovered corners which the great tourist stream passes by; and yet many of these almost unknown parts are attractive and interesting, appealling especially to those who love tranquillity, who have something in their blood of the exploring-fever and a zest for discovery. Worth noting, too, is that living is much cheaper in those parts untouched by international tourism and that, therefore, a holiday can be enjoyed there for a modest outlay.

Recently I made a tour through the Schwäbische Wald (Swabian Forest), a countryside which I found to be delectable. Lying just north-east of Stuttgart and between the Swabian Alb (described in these pages on 10.11.56) to the south, and Hohenlohe—the "Land of Castles"—to the north, it is quite easily accessible, for there is an air link between London and Stuttgart as well as good rail connections. For the motorist, there is the autobahn running from the north (Cologne and Düsseldorf) to Stuttgart, although I suggest that by turning off at Heidelberg the road along the enchanting Neckar Valley could be followed in order to reach the Swabian Forest. Possible extensions of a tour to this area could be into the Hohenlohe district, the Swabian Alb (with Lake Constance as a goal), or along the "Romantic Road" (Würzburg-Füssen) to the east.

The name, Swabian Forest, is a collective name for a large number of small mountains, whose heights rise up to 2,000 ft. and are generally separated from each other by deep valleys. Slopes and peaks are covered with deciduous and coniferous woods, and in the valleys there is wine and fruit cultivation. The whole of this upland is characterised by a romantic serenity. There are many streams in the valleys and the angler has plenty of opportunities of catching trout. The largest and most beautiful of the many mountain lakes is the Ebnisee, near the resort of Welzheim. As a centre for walking, this countryside is strongly reminiscent of the Black Forest landscape, with a combination of the wild and friendly aspects of nature.

My first choice of a holiday centre is Murrhardt, a small town and an old Roman camp at the Limes. It lies in a wooded valley, and is surrounded by forests of considerable size. The little town itself is typical and pleasant. It possesses in the Walterichs Chapel, a jewel of late-Romanesque architecture, dating from A.D. 1250. But the most important attraction is its inn, the "Sonne-Post," as rewarding a hostelry as any in Germany. The plain, half-timbered building dates from 1680 and served as a post station for the Counts of Thurn und Taxis. But it owes its present reputation to its owner, Albert Bofinger, the fourth representative of his family to run it, with his son—both chefs of international experience.

It has been my experience that few of the memorable meals of my travels have taken place in three-star restaurants. Time and again I have found myself in a gourmet's paradise in much simpler eating-places. This was the with the Sonne-Post, where the menu for lunch w

*Cream soup.*
*Trout* (served fresh from the inn's own ponds).
*Schlachtplatte*
(sauerkraut, pork, liver and blood sausage, peas)
*Peach and almonds in kirchwasser.*

Needless to say, this was the kind of meal that dema a Havana and a double brandy as a suitable conclusio

Other pleasant resorts in the Swabian Forest Welzheim, surrounded by vast forests, Gschwend Mainhardt. While on the perimeter there are s fascinating art towns, such as Schwäbisch-Hall, Schwäbi Gmund, Göppingen and Essingen, as well as Stutt The former Benedictine monastery at Lorch merits a v while nearby is Hohenstaufen, the so-called Holy Moun of Swabia, a characteristic peak which once had on it castle of the Staufen Emperors, and from which to there is a wonderful view around.

Sometimes on my travels I meet with some unexpected joy; this is what provides an essential gen an insatiable wanderlust. So it happened to me wh came first to Schwäbisch-Hall, a former imperial city and most picturesquely built on steep slopes; fran previously, this unspoilt and typical town, with m quaint corners and some important buildings, had ha been even a name with me. Yet, it is one of the m delightful smaller art towns in Germany. Outstandin St. Michael's Church, placed in an imposing positio the market-place and approached by a flight of fifty-broad steps, which each year acts as a stage for theat performances of Hoffmannsthal's *Everyman*. The has been presented each year since 1926; and the au himself once said that the Schwäbisch-Hall setting was most beautiful he had seen for his play. Other presentat for the season (end of May to end of August) include Goet *Faust* and Thierry Maulnier's *The Trial of Joan of*

IN SCHWABISCH-HALL: In this former German imperial free city is St. Mich Church, placed in an imposing position in the market-place. On the ch steps every year is enacted Hugo von Hoffmannsthal's play, Everyr

## AN INTERNATIONAL FLOWER SHOW IN PARIS

A fantastic structure is nearing completion just outside Paris, an extraordinary hall covering 5½ acres. The enormous sweep of its single triangular span poised on three points is to be the unusual setting of an international flower show, the Paris Floralia, to be held from April 24 to May 3. More than twenty countries are participating. In Britain's contribution, organised by the British Travel and Holidays Association, more than seventy individual concerns will join in what is considered to be one of the best collections of horticultural exhibits ever to be sent abroad from this country. Generally speaking, countries will send exhibits of flowers and plants in which they specialise.

The many flower-lovers who are contemplating visiting this exhibition are advised to spend at least three separate days there, since it is so vast. The Palais de la Défense, situated just by the Rond-Point de la Défense, is best reached by train from the Gare St. Lazare. The Métro line to Pont de Neuilly can also be used, but a special bus will have to be taken from the terminus to "Floralies" as the show is popularly called. One of the outstanding features will be an immense floral arrangement, 650 ft. long and 130 ft. high, which will be seen complete from the top floor and in detail from each of the lower floors.

Another display which will attract considerable attention will be the orchids from the collection of the Queen at Windsor, which will be shown, with other orchid collections, in a gigantic hot-house covering nearly half an acre. No details of other individual features have reached us, but there will be six sections, ornamental, industrial, scientific, fine arts, documentary and marketing. Even flower-painting will be included.

W. D. C. C.

The interior of the church contains wonderful aulting and many treasures, including a fine igh Altar. But what chiefly delighted me in is town was the market-place, one of the finest d most beautifully designed in Germany. ere is an exquisite harmony in its architecture. ere, too, one finds a Gothic Fish Fountain 309), with sculptures and a baroque town ll. Just to stroll through this medieval town ings delight. In that part of the town which s across the river is a charming coffee-house afé Ableitner), whence you get a superb view well as enjoying excellent coffee and pastries.

Not far distant from Schwäbisch-Hall is the rmer fortified Benedictine monastery of Kom-rg on a mountain peak. Eight centuries have ntributed to its building, and it is fully pre-rved. By virtue of its situation and excellent te of preservation it is one of the greatest isting monasteries dating from the Middle gs. Here you find a three-towered Romanesque llegiate church, with a fine interior and con-ining several treasures. This place should not missed by any visitor to the Swabian Wald. ter dark in summer you can enjoy the fascinat-g experience of seeing the monastery floodlit.

Schwäbisch-Gmund, another former imperial y, is a gateway into the Schwäbische Alb. hile it has not quite the charm of Schwäbisch-all, yet it contains much that merits a visit. utstanding are its Romanesque St. Johannis urch, a flat-roofed transeptless basilica of the rly thirteenth century, with a peculiar belfry d a profusely-sculptured exterior, the lofty, othic church of the Holy Ghost with radiating apels and a three-naved single span. The ancel gallery is of particular beauty. The arket-place in this town, with its many fine aroque houses, is also most attractive. ogether, I think a visit is most rewarding.

A few miles south-west of Schwäbisch-Gmund Göppingen, where, I regret to say, my outstand-g memory is of an excellent lunch I enjoyed at the oldenes Rad. But I did manage to visit its splen-former Ducal Palace, with some sumptuous ulpture work, and the late-Gothic Oberhofen Church, with a late-Renaissance ceiling and rescoes. My next halt was at Essingen, a very easant town with reminders of former imperial ty status on all sides: old buildings, towers d remains of walls. There are also some notable urches, such as the Frauenkirche (fourteenth d fifteenth century), the Stadtkirche (thirteenth ntury), and the Paulskirche, the oldest German minican church. There is also an interesting wn hall. This town is the centre of the oldest ampagne-cellaring firm in Germany (Kessler), here after the usual duty inspection of the factory njoyed the more welcome wine-tasting in the m's parlour—a memorable occasion!

North of Essingen is Waiblingen, a beautiful edieval town which originated from a Carolin-an palace. In the former Beguinage, now a useum, there is some fine vaulting, and the old wn hall with arcades and coats of armour is ttractive. The town, too, has the largest hot-use gardens of Germany, with an important ltivation of orchids and cut-flowers.

East of Waiblingen and not far north of öppingen is Lorch, which stands on the nes (former boundary of the Roman Empire). ere, nearby, in a delightful setting, is a Roman-sque church, part of a former Benedictine mon-stery which is now a home for the aged. The hurch, a pillared basilica, contains several tombs f the Hohenstaufen family, but none of its more stinguished members. In conclusion, I feel sure at the Swabian Forest will be much appreciated y those who prefer quiet grandeur and a relaxing anquillity in its small holiday resorts to the ger and smarter holiday centres.

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FOR FURTHER INFORMATION

*German Tourist Information Bureau, 6, Vigo Street, W.1.*

SUGGESTED MOTORING ITINERARY

*STUTTGART – Waiblingen – Backnang – dzbach-Spegelberg – Neulautern – Mainhardt – Schwäbisch-Hall–Komburg–Grab–Murrhardt – rnsbach – Ebnisee – Welzheim – Lorch – Schwäbisch-Gmund–Göppingen – Essingen – uttgart.*

*Total mileage, about 140 miles.*

SOME RECOMMENDED HOTELS AND INNS

TTGART .....*Park*
URRHARDT.....*Sonne-Post*
LZHEIM.....*Lamm–Gasthof Traube-Stern*
CHWEND .....*Gasthof zum Ochsen*
HWABISCH-HALL ....*Goldener Adler–Solbad*

**SURROUNDED BY WOODS: In the middle of the Swabian Forest is the resort of Gschwend. There are a number of pleasant places to visit in the area. Among them are Welzheim, Mainhardt and Murrhardt, perhaps the best holiday centre in the Forest.**

## TIPPING IN GREAT BRITAIN

On occasion readers overseas have written asking advice about tipping in Great Britain. Let me start by saying that this is a land where you tip directly, not by means of a service charge on your bill—although this can sometimes be arranged in an hotel, at your request to the management. All who serve you are to be personally remembered, your chambermaid, your waiter, your porter, the valet, if clothes have been pressed, and—it goes without saying—your hall porter. In Britain, by the way, always keep yourself supplied with silver change. In general 10 to 15 per cent. of your bill is to be distributed, but this should be done in round amounts, on the upper side of any debatable sum, so it may possibly mount to 20 per cent.

For your taxi rides tip from 6d. to 2s., depending on the length of ride. The hairdresser's tip varies, according to the size of your bill, but it should be at least 15 per cent. Station porters usually consider a shilling a suitcase or a bag adequate, and although air terminal and airport porters are not supposed to be tipped, yet they often expect something—a shilling normally suffices, especially when a man has obtained a taxi for you and your luggage. Once again—*always have a supply of change.*

## TWELFTH ALDEBURGH FESTIVAL

This outstanding English festival of music and the arts is being held from June 19-28. Among the productions is the English Opera Group's production of *Noye's Fludde*, a Chester Miracle play set to music by Benjamin Britten. The three performances will be given in St. Margaret's Church. Enquiries to the Festival Office, Aldeburgh.

## CALENDAR OF EVENTS IN FRANCE, 1959

A 48-page booklet, most charmingly illustrated in colour, is available from the French Government Tourist Office (178, Piccadilly, W.1) on request.

**A FORMER IMPERIAL FREE CITY: Schwäbisch-Hall is situated on the banks of the Kocher. Part of the old fortifications are preserved in this charming and unspoilt resort, which was a free city of the Empire until 1802. There is a fine market-place, with a Gothic fish fountain erected in 1509, and a baroque town hall. Not far away from Schwäbisch-Hall is the fortified former Benedictine Monastery of Komburg, built on a mountain peak. It is one of the best preserved medieval monasteries.**

# A NEW SULTAN OF KEDAH

*The Installation Ceremony of a Malayan Ruler*

A complicated ceremonial accompanies the installation of a new Sultan for the State of Kedah, in the Malayan Federation. When H.H. Sultan Abdul Halim Mu'azzam Shah Al-Marhom Sultan Badlishah officially became the head of Kedah in February many thousands of people lined the route to the Royal palace in Alor Star, the capital of the State. Inside the throne room, microphones contrasted with the traditional splendour of the ancient ceremony. After the instrument of installation was read to the Sultan and the Sultanah seated on their thrones, the State Kris or sword was presented to the new ruler. Those in the throne room acclaimed him three times. The Sultan received the installation document, his own Declaration in which he dedicated himself to the welfare of his people, and a scroll containing the Royal prayers.

The Sultan is thirty-two. He succeeded his father, who died last year after having ruled for fifteen years. Both father and son went to Wadham College, Oxford, and afterwards they worked in the State Treasury. The Sultanah, his wife, is the daughter of the Supreme Head of the Federation, H.M. the Yang di-Pertuan Agong. They met in England while she was studying and were married in Malaya in 1956. The Sultan of Kedah is head of the religion of his State, which has over 500,000 inhabitants. Kedah is the biggest rice-producing State in Malaya and contains a number of rubber estates.

*Below—*

**FROM THE THRONE: Surrounded by the regalia of the installation ceremonial in the Royal palace, the Sultan reads the Declaration, dedicating himself to his people's welfare.**

**THE CEREMONY OF INSTALLATION OF A MALAYAN SULTAN: In Alor Star, in the State of Kedah, the new Sultan and the Sultanah stand in front of their thrones inside the Belai Besar, or Royal palace. At the microphone, the instrument of installation is read to the new ruler.**

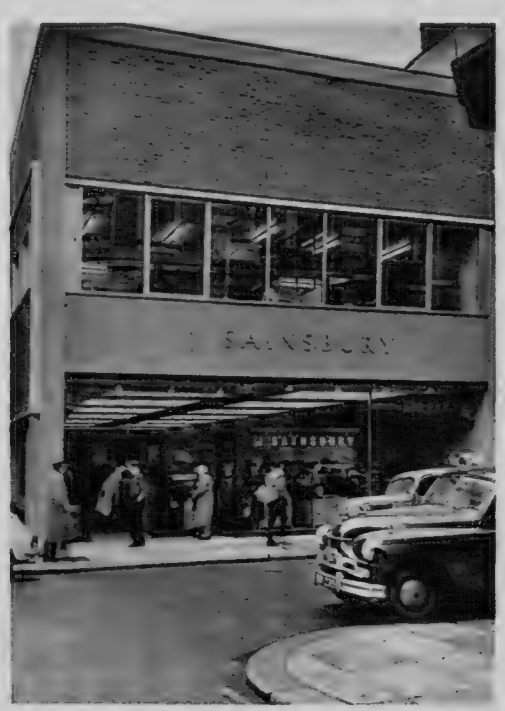
**CEREMONIAL FOR A NEW SULTAN: In the Royal palace, or Belai Besar, the regalia is carried in for the installation ceremony. The palace is situated in Alor Star, which is the capital of Kedah State.**

# SUPERMARKETS IN THE SHOPPING REVOLUTION

By "THE SPHERE" INDUSTRIAL CORRESPONDENT

GROCERS' shops are not an ordinary hunting-ground for an industrial writer; but last week, on business, I went into two. One, small, specialised and famous, was the epitome of traditional service. It was rather dark, quiet, full of welcoming aromas, hung with Bradenham hams and sides of bacon. If you asked about a particular cheese the man behind the counter immediately cut you off a piece to taste, discoursing with vast expertise the while about whether this was the right season, what kinds of meal it would best serve as epilogue, what other kinds came close to it in taste and texture; if any kind of food that needed eating at just the right time happened not to be ready he would not let you buy it. There were only three men serving at the counter. There was a queue of customers reaching out on to the pavement. Nobody in the queue seemed to begrudge the time that the others spent on what seemed as much of a consultation as a transaction.

Nothing could have resembled that less than the other grocery I visited. You went in through plate-glass doors to a huge and brightly-lighted hall, obediently received your wire basket and wandered at your



**CONTRASTS IN SHOPPING—NINETY YEARS' DIFFERENCE IN THE HEART OF LONDON: *On the left* is the original shop in Drury Lane which John and Mary Sainsbury opened in 1869. Last year, this celebrated firm of provision merchants opened a new store (*centre*) close to the original site in Drury Lane and (*on right*) installed the self-service system. The firm now has over 250 shops throughout Southern England and the Home Counties. Many are "self-service" stores.**

acquisitive leisure round "gondolas" carrying constantly replenished racks of goods, every one packed and labelled. You were beguiled with soft music from a record counter that sprouted oddly beside the delicatessen, and left finally through one of five "checkout lanes" that were getting goods checked, packed and paid for and keeping people moving at a rate considerably faster than, say, a cinema box-office deals out tickets to a queue. The girl cashier gave a bill for 18s. 1½d., took a pound note, gave back a 10s. note and 1s. 10½d., widened her eyes and smiled exaggerated relief when the customer pointed out, and took the note back; but her other hand was already busy jerking the next customer's goods along the shelf beside her cash register.

Most people concerned with manufacturing industry usually find it rather difficult to know quite what the term "productivity" means when it is applied to a service such as distribution. But a supermarket such as the one above really does give the impression that as much managerial intelligence has been applied to selling there as goes into increasing output from an assembly line. No other kind of shop is developing as fast to-day as the supermarket. It is taking full advantage, for the first time, of the potential economies inherent in the self-service system, and in doing so is setting the pace of competition for most other kinds of food retailing.

A supermarket, according to the current definition, is a self-service store offering a full range of food and provisions in a selling area of 2,000 sq. ft. In the middle of last year only 175 stores in Britain fulfilled that definition. But they have been opening since at the rate of about one a week.

Perhaps a couple of hundred of these do not sound very important in comparison with say 4,500-5,000 smaller self-service food shops and some 275,000 food shops of all kinds in the United Kingdom. But one should bear in mind the recent estimate that each supermarket may do as much trade as thirty to fifty family grocers. Moreover, while self-service has been developing steadily since the war, the supermarkets are of much more recent growth. It was not until food rationing ended in 1954, and until retail companies found it easier to get new building or major reconversions done, that these stores reached here from America. A supermarket usually needs a new building, on the main shopping street, since its success depends on maintaining a very high volume of business.

If it can find the site to attract that volume of business, then the supermarket can really move into the sphere of "mass distribution." Any self-service shop reduces the number of assistants required to handle a given volume of business, and packs all the goods in advance before the customer buys them, so as not to interrupt the process of selling. Supermarkets operate on a large enough scale to make packing and replenishing shelves much more efficient. They can reduce their labour costs so much that while selling at the same or sometimes lower prices than smaller food shops they achieve a much better margin of profit than the small shop on the corner manages.

Moreover, retailing margins on food are comparatively low. Hence the record counter, the rack of paper-back novels, the nylon stockings and the coffee bar that supermarkets often include to beguile the customer into what is called "impulse buying"—also the intriguing fact that supermarkets frequently offer a wider range of exotic Continental foods than the independent grocer, whereas one might have reasoned that "mass distribution" would mean less variety. All of these variants upon the traditional stock of food and provisions generally offer bigger trading margins; if the supermarket can establish and sustain trade in them, its whole selling operation becomes that much more profitable.

On the other hand, exotic, conventional, or "non-food," the merchandise has to earn its keep, and shelf space in a supermarket is expensive. It may represent a capital investment of say £10 a square foot of selling area for conversion and fittings alone, plus whatever the basic building, and the site, are worth. Some supermarkets are said to average sales of well over £3 a week for each square foot of selling area; compared with an ordinary shop, their overhead costs will be very high. The process of packing those goods that are not packed already by the manufacturer, and of price-marking everything, may be done partly by transferring staff when business is slack, or using part-timers. Pilfering has always been a problem of self-service; it is intensified in the supermarket, with far more people moving about a much bigger area.

A supermarket may represent an investment of £40,000 or more; it is not surprising that so far, in Britain, most of them have been established by big concerns. The Co-operative movement, in which some of the retail societies were surprisingly quick off the mark in adopting self-service, is the biggest operator; it had eighty-three supermarkets by the middle of last year. But Premier, a subsidiary of the Express Dairy Company, Fine-Fare, owned by the Weston group, and Sainsbury, among the multiple groceries, have been perhaps the most enterprising developers of supermarkets and self-service stores. Sainsbury recently opened a self-service store in Drury Lane almost on the site of the first shop opened by its founder in 1869. A few supermarkets are owned by independents; and some of the big department stores have large-scale self-service grocery branches that would probably qualify as supermarkets.

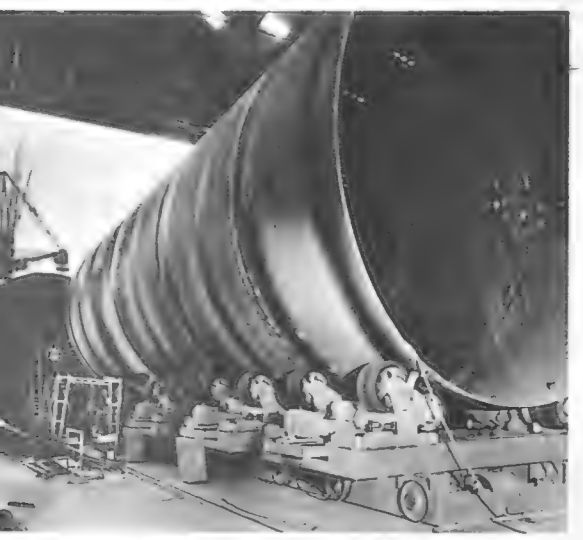
There is not much doubt that these big, ruthlessly competitive stores have played a part in the last two years in breaking down "resale price maintenance," the system whereby a manufacturer fixes the price at which shops may sell his products; and in strengthening price competition generally. With their high overheads, they must sell a big volume of goods fast. With the large amounts of any brand they buy, they will be more inclined to seek special terms and less prepared to suit a manufacturer's convenience. With their lower labour costs, they are more inclined to cut prices to get the business. By no means all goods in a supermarket are likely to be cheaper than in the independent shops; "special offers" and what the trade used to call "loss-leaders" may have the main motive of getting the customer into the shop and encouraging her "impulse buying" of other, dearer goods. But no customer is forced to buy; and the discriminating housewife can usually pick up a fair range of bargains. Self-service, indeed, allows her to do so without asking too much about comparative prices, which is said to embarrass shoppers in this country.

In the wider perspective of distribution the supermarkets are acting as a leavening. Large sectors of distribution in Britain are changing faster to-day than for many years. Competition in price and convenience from the multiples and the supermarkets is driving some small shopkeepers to the wall. It has enlivened others to organise themselves into "voluntary chains" that can buy in large quantities and gain some of the advantages of large-scale operation without sacrificing their individuality. This, at the same time, is strengthening the wholesaler, whose position has been subject to erosion for years; and the widespread abandonment of fixed retail prices is perhaps weakening the dominance of the manufacturer of consumer goods.

The traditional department store is not as strongly placed as it was; some of the "variety chains," such as Woolworths, which use "self-selection" rather than self-service, are finding it advisable to defend themselves from supermarkets encroaching on their field by themselves putting more effort into selling food and advertising. In more ways than one, the consumer is coming back into her own.

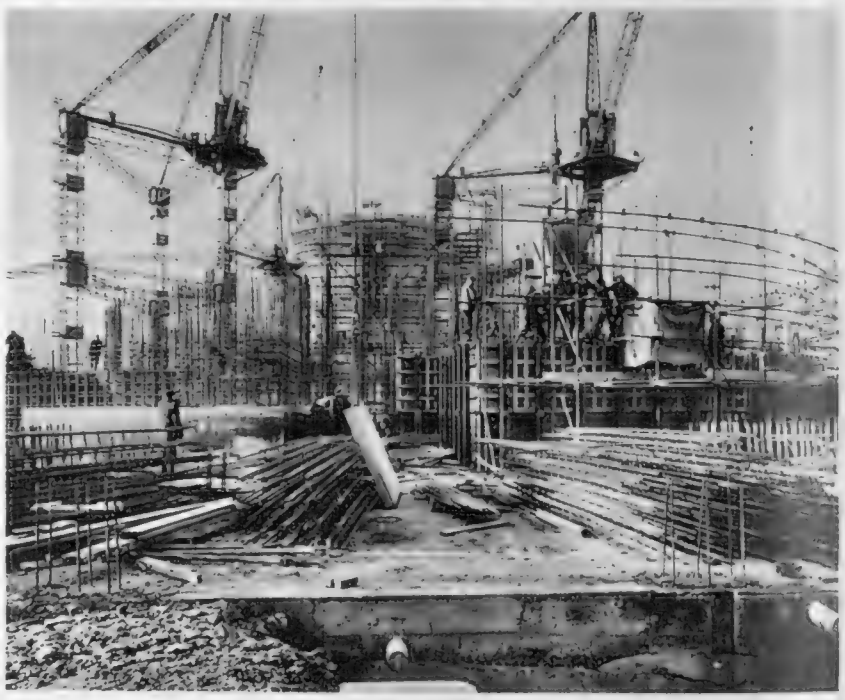
## HUNTERSTON NUCLEAR POWER STATION

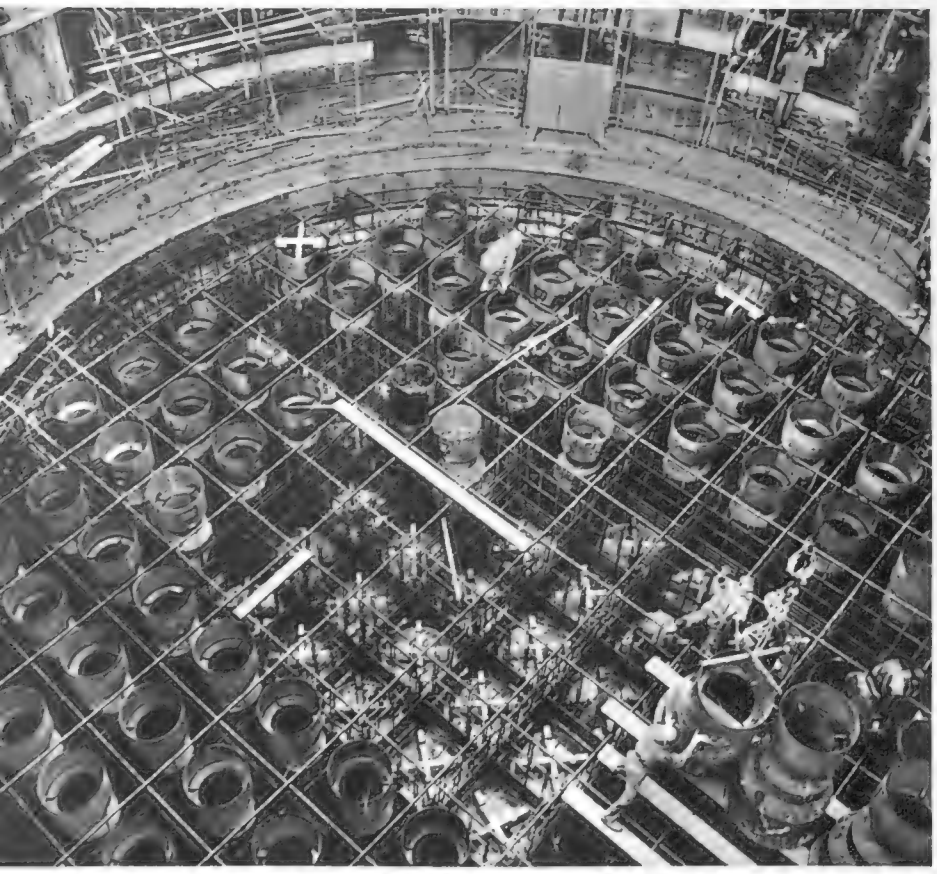
At Scotland's first nuclear power station at Hunterston, on the coast of Ayrshire, the first reactor building has already reached an advanced stage of construction. Work is now in progress on the second reactor, the turbine hall, and the extensive circulating-water system. The 320 MW. power station is being built for the South of Scotland Electricity Board by the General Electric Company in association with Simon-Carves Ltd., the Motherwell Bridge and Engineering Co., and Mowlem (Scotland) Ltd. The reinforced concrete shield walls of the first reactor reached a height of 120 ft. in the last few weeks. One of the most difficult operations was the casting of the bottom shield. This is circular. Above it the reactor pressure vessel is being built. The shield is 6½ ft. thick and its lower surface forms the roof of the chamber in which the machine charging or discharging the vertical fuel elements will operate. These pass through 101 standpipes which are contained inside steel sleeves incorporated in the concrete of the shield. At the top of the reactor is another shield. This will be partially formed of and supported by massive concrete beams, the largest of which weighs 308 tons and has been pre-cast. They were to be lifted into position by a 300-ton Goliath crane. The Hunterston nuclear power station's full-load demand for circulating water is 324,000 gallons per minute.



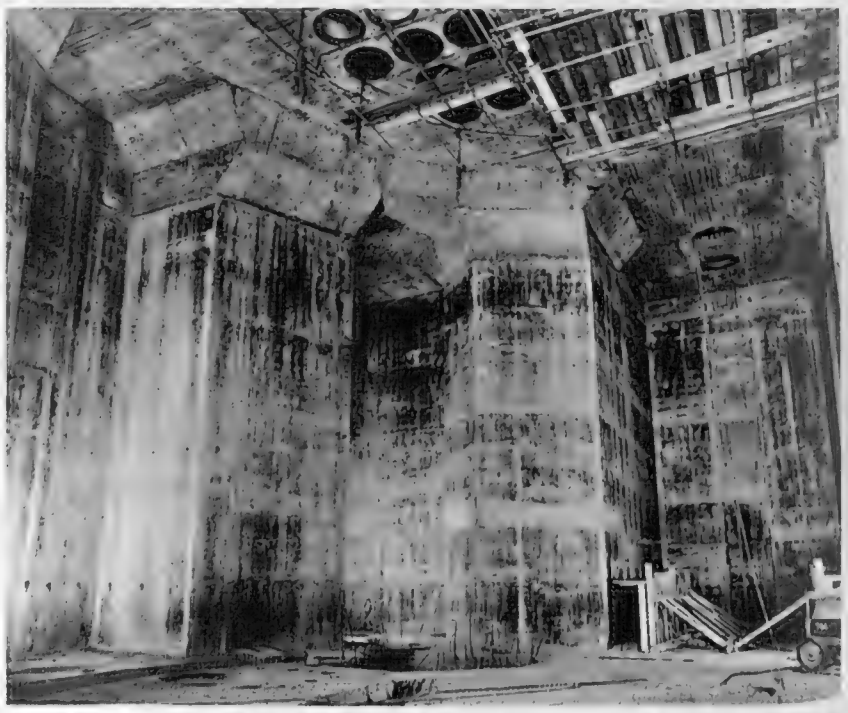
**IN THE SITE WORKSHOP: The cylindrical section of one of the pressure vessels of one of the sixteen steam-raising units at Hunterston is rotated upon its roller bed.**

**PATTERN OF CRANES: Some of the cranes used during the construction of the nuclear power station at Hunterston, on the Ayrshire coast, can be seen in operation on the lower part of the turbine hall.** At the far end can be seen part of the steel framework of the building. Left is the first reactor building in an advanced stage of completion. *On right*—In the foreground is the maze of metal forming the base of the second reactor building. The first reactor building is in the background, having reached a height of 120 ft.





**BEFORE CASTING: The standpipe sleeves are placed into position before the bottom anti-radioactive shield is cast out of thick concrete. Through the standpipes the vertical rods of fuel elements are charged or discharged during operation of the reactor.**



**UNDER THE FIRST REACTOR AT HUNTERSTON: In this chamber the machine charging or discharging the fuel elements will operate. A part of the lower surface of the bottom shield can be seen at the top, incorporating the standpipe steel sleeves.**

## REMOULDING TRUCK AND TRACTOR TYRES

At one of the Goodyear Remould plants, an employee is engaged on the task of rolling new tread rubber on to a prepared casing. The company operates a service of remoulding truck tyre casings at plants in various parts of the country and for tractor casings at the Goodyear factory headquarters in Wolverhampton. Each casing is first inspected and then a certain amount of rubber is removed to give it the requisite shape. A cement is sprayed on to give adhesion for the new rubber, before vulcanisation.

## A FOUR-LEGGED CRANE AT THE PORT OF ST. MALO

Straddling construction work like a huge prehistoric monster is a massive crane, which moves on bogies at the ends of its four legs. The structure, which is capable of lifting 235 tons, is being used on the tidal estuary of the River Rance at Saint Malo, on the coast of France. *Right*—Another view of the crane shows its impressive size and modern design. The structure was built to handle heavy equipment destined for a tide race. This is planned to harness the sea water during tidal movement in order to provide the power for turbines employed in a hydro-electric scheme serving the area.

## CONSTRUCTION PROGRESS AT TEMA HARBOUR

The artificial harbour at Tema, in Ghana, is the largest such project in Africa. Left is Quay Number 2; it is 1,220 ft. long and covers an area of approximately 720,000 sq. ft. The last block of the quay was laid in September of last year. The transit sheds on the quay are nearing completion. The western or main breakwater (on the right) is about 3,000 ft. long. In the background, on the left, about 1¼ miles along the shore to the east, is the Lee breakwater. This runs at right-angles to the shore to within 870 ft. of the main breakwater. When these are completed they will enclose some 500 acres of water. Two cocoa sheds have been constructed with a clear span of 180 ft.; they are the largest clear span buildings yet constructed outside the U.S.A. The facilities inside the harbour include a four-berth quay, dockyard, oil berth, fishing harbour and slipways. In July of last year the first oceangoing liner, the M.S. *Oti*, berthed at Quay Number 2. The harbour is due to be completed in 1960. Worth £12,500,000, the contract is being carried out by Parkinson Howard Ltd. (in association with Sir Lindsay Parkinson and Co. Ltd. and John Howard and Co. Ltd.). The consulting engineers on the project at Tema are Sir William Halcrow and Partners.

*The World of Books*

# VIEWS ON THE PRINCE CONSORT

*A Discussion of Prince Albert's Political Influence; Letters of one of Queen Victoria's Grand-daughters; Africa Today and Yesterday; And Recent Fiction*

JUST how do we sum up Prince Albert the Good? Admittedly, there is less conflict to-day about his character, personality and achievement than there was while he still lived, when Press criticism ranged from the acid to the vitriolic. There is, none the less, still a sharp division of opinion about this industrious man. One view is that with his cultured and liberal ideas he was well qualified to take the lead in initiating many reforms to the advantage of Victorian England. A concomitant of this opinion is that the Prince played a notable part in aiding the Queen in the discharge of her political responsibilities. But despite all his conscientiousness and self-sacrificing labour they are disinclined to credit him with any positive successes in this wider field.

Not so Mr. Frank Eyck, who has come to firm conclusions, all pointing as he sees it to Albert's strong political influence upon his time. THE PRINCE CONSORT (Chatto and Windus. 30s.) is a most intriguing piece of work, based as it is on previously unassessed material; but it does seem that the author has found it all rather too much to digest.

Let us admit the Prince's remarkable capacity for work, and that he in turn gave Lord Palmerston a lot to do, because the Prime Minister had to reply to him. But on the whole Albert had little influence on foreign policy beyond modifying some of Palmerston's more belligerent phrases at critical moments. The politicians always closed ranks against him. Prince Albert did not secure British backing for the German cause, Great Britain did not support Austria in Italy nor German claims in Schleswig. Mr. Eyck asserts that, once having mastered the theory and practice of the constitutional monarchy in Britain, the Prince was ready to exert his influence upon all Europe, and played some part in utilising the old dynasticism to guide the new nationalism into safer channels.

A charming historical footnote to that same age, which the earnest and industrious Prince Albert sought so hard to influence for its lasting good, comes from the pen of Princess Victoria of Prussia, grand-daughter of Queen Victoria and the Prince Consort, daughter of the Emperor and Empress of Germany. She was full of spontaneity and eagerness for life. The Princess's letters, written during a splendid June in the summer of 1889, when she stayed with her grandmother at Windsor and Balmoral, were found by chance last year in the Hesse Cassel Archives at Friedrichshof, a half-Renaissance palace, half-Scottish baronial castle among the Taunus Hills, near Frankfurt-on-Main. Edited by James Pope-Hennessy, they are published under the title QUEEN VICTORIA AT WINDSOR AND BALMORAL (Allen and Unwin. 12s. 6d.). They are artless, breathless letters, scrawled down in hurried angular writing, the sentences crammed in between the edges of small, stiff octavo sheets,

If the letters are full of fun, too, there is also the hint of sadness that stems from this girl's broken romance with "Sandro" Battenburg, a liaison which foundered in the protocol of the German court and the politicians of Potsdam. In these vivid pages one can sense her own buoyancy of spirit at war with her own fear of eventual disillusionment. We glimpse vividly the court of Victoria in all its family simplicity back in that broiling summer of 1889, with the old Queen and her family picnicking off tea and trout under a high clear sky beside the Glassalt Shiel.

Elspeth Huxley introduces us to the story of her childhood in Africa, hardly wasting a moment before she bursts out with the news: "We were going to Thika, a name on a map, where two rivers joined. Thika in those days—the year was 1913—was a favourite camp for big game hunters and beyond it there was only bush and plain. If you went on long enough you would come to mountains and forests no one had mapped, and tribes whose languages no one could understand. We were not going as far as that, only two days' journey in the ox-cart to a bit of Eldorado my father had been fortunate enough to buy in the bar of the Norfolk Hotel from a man wearing an Old Etonian tie." And so in an open cart, drawn by four whip-scarred little oxen and piled high with equipment and provisions, six-year-old Elspeth Huxley and her family set off from Nairobi along the dusty roads of Africa. All this author's considerable experience as a novelist has been brought to bear on her nostalgic theme, and the result is that THE FLAME TREES OF THIKA (Chatto and Windus. 16s.) is an autobiography as readable as a first-rate novel, and with the right sense of pace and proportion. Elspeth had a lucky childhood among the flame trees, much luckier than many children in that day and age at home in England with their clean pinafores in well-scrubbed nurseries, and with their sedate walks with nanny along well-ordered English lanes. What Elspeth saw under an African sun was the realities of the jungle and the bush where man-eating ants and corpse-eating hyenas were an everyday sight, where Masai and Kikuyu were all around and where it was hard for one single moment to be bored. *The Flame Trees of Thika* is a grown-up vision of childhood experience, but it is no doubt faithful to the original pattern. Direct experience is the theme, and there are no long disquisitions on white settlement in East Africa, native education, and the multi-racial society.

A down-to-earth assessment of modern-day Africa comes from Alastair Scobie, who ranges far and wide through the central and southern portions of the Continent, a writer with a flair for finding out what is going on in town and country, and with a fairly clear-cut idea about white paramouncy. MEN AGAINST THE SUN (Cassell. 21s.) does not make happy reading; it gives a disturbing picture of a Continent in a state of flux, but it is hard to doubt this is other than faithful reporting by a man who at least appreciates Africa's terrible problems.

**FAMILY PORTRAIT: The painting of Anne Brontë by Charlotte Brontë is reproduced from *Anne Brontë—Her Life and Work*, by Ada Harrison and Derek Stanford (Methuen. 25s.). Although the Brontës have been the subject of innumerable studies, this is believed to be the first book to be devoted entirely to the life and work of Anne, the youngest of the three famous sisters. Although overshadowed by Charlotte and Emily, Anne Brontë is shown as a writer and character in her own right.**

F. L. Lucas, Fellow of King's College, Cambridge, did a service for his fellow citizens in 1958 with his book *The Search for Good Sense*, in which he reviewed the basic thinking of four members of the Age of Reason, Johnson, Boswell, Chesterfield and Goldsmith. In THE ART OF LIVING (Cassell. 25s.) he turns to four more eighteenth-century minds, Hume, Horace Walpole, Burke and Franklin. All four were controversial figures, not least Hume, whom Johnson called a purveyor of Bull's Milk, and Walpole, whom Wordsworth dubbed "a cold, false-hearted, Frenchified coxcomb," but all four of them are worth re-study in an age such as this when science has provided new wings the use of which are still somewhat uncertain.

"Snap, crackle and pop, what 's the gayest breakfast?" Those words are not unknown to us who take our daily doses of erudition from the commercial channel of television; but the story is far from new as Gerald Carson tells us in his unusual treatise THE CORNFLAKE CRUSADE (Gollancz. 21s.). The author takes us to the city of Battle Creek, Michigan, at the turn of the century, when it moved away from humdrum Main Street life to enter the industrial age. Behind that revolution were the nineteenth-century food faddists, the pioneers of food reform, who, spreading the doctrine of vegetarianism, sought to make their followers eat cornflakes, and such like, one product (later called Post Toasties) being misguidedly marketed as Elijah's Manna. The pioneers, some of whom became millionaires, succeeded so well that by mid-twentieth century the advertising pundits estimated that in the United States alone some hundred million spoons were clicking rhythmically every morning against bowls of breakfast food. Mr. Carson traces his story against a background of fads, cults and home-made religions. Much of it is worth either thinking or laughing about.

Edward Stokes, Senior Lecturer in English at the University of Tasmania, has gone to much trouble to assess and to analyse THE NOVELS OF HENRY GREEN (Hogarth Press. 21s.). This is a most painstaking piece of work. The author has tabulated Mr. Green's percentage use of different adjectives of colour in each of his novels. In another chapter on methods and techniques he makes tabular comparisons between Henry Green, Elizabeth Bowen, and Ivy Compton-Burnett, assigning almost every sentence to its proper category. Close textual analysis is rarely attempted in criticism of the novel; it is a moot point whether the method could ever be successful in the case of so oblique a writer as Henry Green. Nevertheless, Mr. Stokes is to be praised for his tribute to one of to-day's most underrated novelists.

Ivo Andric, who spent his childhood at Visegrad, in Bosnia, and is an outstanding writer in the Serbo-Croat language, has in THE BRIDGE ON THE DRINA (Allen and Unwin. 18s.) written a superb novel, full of insight into the life of a Bosnian town, a storm centre for centuries on the border of the Eastern and Western worlds. *The Bridge on the Drina* is vast in scope with numerous characters and a period of action covering three-and-a-half centuries. It is a chronicle of the bridge at Visegrad to which many roads have led and on which many lives have centred, and it is related with a surge of inspired language which makes it easy to understand how it has won the highest award in the literary world of Yugoslavia. The translation is by Lovett F. Edwards.

## VICTIM OF CIRCUMSTANCE

*The Tragic Story of Subhas Bose*

Loyalty is a matter of individual decision. A patriot to one group in society is a traitor to another. Subhas Chandra Bose is a case in point. In 1938 he was one of the big three of the Indian Congress Party, the others being Gandhi and Nehru. All of them had been educated in Britain, Bose and Nehru at Cambridge and Gandhi in the Inns of Court. But that was about the only common ground between Bose and his colleagues. He had no use for the Gandhi non-violent policy, which was supported by Nehru, and particularly disliked the Mahatma's belief that the British were fundamentally good people and that India could come to terms with them. Bose loathed the British and advocated violent action of the most extreme kinds to get them out of India. This led to his downfall from the Presidency of Congress. Then came the war. To Bose this was the great opportunity to expel the British, and help should be sought for this object from any quarter. Escaping from custody, he made an epic journey through Afghanistan to Europe and reached Germany. There and later in Asia under the ægis of Japan, he was a formidable enemy of the Allies, Supreme Commander of the Indian National Army and an anti-British propagandist of tremendous power. But gradually he learnt that neither Germany nor Japan would back him in his burning ambition to create a free India. In 1945, lonely and disappointed, he was killed in an air crash while trying to reach Russia, and win further support for his struggle.

Bose is the subject of THE SPRINGING TIGER (Cassell. 25s.), a masterly study by Hugh Toye. The author scrupulously presents the facts of the young Indian's brilliant promise, his honourable resignation from the Indian Civil Service, through the years of growing pathological hatred for Britain to the war period when he always appeared in jackboots, a clear symptom of an incipient dictator. Finally in a brilliant summing-up, Mr. Toye considers the history of Britain in India during Bose's formative years. In the ultimate analysis perhaps he was neither patriot nor traitor, but a tragic victim of circumstance.

Doctors proverbially cannot heal themselves. Also with rare exceptions, they are not very adept at writing about themselves. Viktor Henrikson, a Swedish medico, calls his autobiography A DOCTOR'S STORY (Michael Joseph. 18s.). It is far too discursive to be easily readable. This may be because the author is a well-known radio commentator. The spoken and the written word are two very different media. The best part of his memoirs is in his recollections of his early life.

It is very difficult for a reviewer to decide what to say about DOCTOR IN THE ASIAN BEYOND, by Thomas Dooley (Gollancz. 16s.). This inexpert author is a very admirable American doctor who is giving devoted service in Laos. His lack of ability to express himself is such that one assumes, undoubtedly erroneously, that he believes disease in Asia is caused by the "godless cruelties of Communism" and little else. He seems to have no interest in people, beyond regarding them as medical cases. An anthropologist, for instance, would have rushed to follow up the fascinating story of a musical accompaniment to a childbirth, which Dr. Dooley dismisses in two lines. The pity of it is that this probably could have been a most rewarding volume if the material had been properly presented.

## WHAT MISS BUTLER SAW

ld Betteredge, in *The Moonstone*, deplored Franklin Blake's German education as a cause of obscurity xpression, and perhaps Miss E. M. Butler's German ation is one reason why I found her autobiography ult to read. A reviewer at any rate finds a lot to be for lucidity and simplicity in writing biography, least if it be without benefit of an index. There is a lot to admire in her PAPER BOATS (Collins. . The nursing episode in Russia and Serbia is well and so are other details of her non-academic wander- in search of curiosities. But she gave me a rather and not particularly attractive picture of life and ght in academic circles in Cambridge, Manchester Germany. She has written many books and is k about their lack of success. She rightly says that a factory life of Sheridan is still to be written. She but failed. She could never see him clear, and no bt he is for ever elusive. But I wonder if the long ths and all the care she wasted on that prize cad and ip-columnist reporter, Pückler-Muskau, may not unt for her failure to see a far finer and more genuine acter plain. As for her varied academic assignments, t the impression that she enjoyed none of them very and certainly she supplies good reasons why she Edinburgh and Manchester with relief. She compares cloistered quiet of college with that of the jungle.

**John Gore**

(*Continued from previous page*)

Zoë Oldenbourg's THE CHAINS OF LOVE (Gollancz. ) is a novel of contemporary Paris. It reveals the ured post-war heart of this capital that suffered so h in spirit under the German occupation, but it is ngely disappointing after the author's earlier work *World is Not Enough*, *The Cornerstone*, and *The kened.*

Novels about how tough it is to be at the top are oming numerous. MEANS TO AN END (Collins. ), by John Rowan Wilson, is yet another dealing with erican executives. The flavour is surprising as the hor appears to be British, and one wonders what his ect might be to present this story of the executive race through the eyes of an American.

The opening is a brilliant description of one of those e, hearty and phoney conferences called by a top cutive for pseudo-criticism. It will bring pangs to stomach of anyone who has sat through a similar ference. Those who have not, may be assured it is an entic description. The writing is excellent, the telling eful and the pace fast. Set in New York, London and is, there are some shrewd digs at national characteristics. can rely on this one for entertainment.

HE GREEN CRAVAT (Hodder and Stoughton. 18s.) he work of Stella Hagan, and is a long, solid, pains- ng story of Ireland in the latter part of the eighteenth tury. Much research and learning must have gone ards writing this novel about Lord Edward Fitzgerald, of Ireland's romantic and rebellious leaders. The ng is spirited enough but there is a tendency, unavoid- , perhaps, with the scope of the subject, to be episodic. writing at times verges on the turgid. With all that book has colour, many characters, fine descriptions much action.

**Richard Edmonds**

The titles of books can sometimes be misleading. RLY GEORGIAN, by Dundas Allen (Angus and bertson. 25s.), is a case in point. The reader may be donably forgiven if he assumes the subject is architec- in Britain or the youthful career of the late Josef lin. In fact, this is an extremely interesting volume ling with the history of New South Wales in the last tury. The author is the great-grandson of George n, the first Colonial Attorney and Solicitor to be cated in New South Wales. A picture of a family le in Sydney may not sound a wildly exciting theme. Mr. Dundas Allen's skilful editing of the original uments provides a fascinating story which is an ortant chapter in the development of the British mmonwealth of Nations.

Leonard Clarke died shortly after completing the draft of YUCATAN ADVENTURE (Hutchinson. ). The published volume is precisely what its title ies, a story of adventure in the peninsula which juts from Mexico and Guatemala. The author and his panion had a thrilling and dangerous time in wild le country. But it is doubtful if their somewhat e approach to the archæological remains of the area s much to our knowledge of Maya civilisation.

Another intrepid adventurer and traveller is Bernard man. A quiz question might be to name any country he world about which he has not written in his vast put of general or travel books, novels or detective ies. His latest publication, PORTRAIT OF LAND (Hale. 18s.), is a little facile and not very well ten. Those who are completely ignorant about that appy land's history and present situation may learn ething.

**C. D.**

**THE REOPENING OF THE REBUILT ROMAN CATHOLIC CATHEDRAL IN CARDIFF, SOUTH WALES: In St. David's Cathedral the Archbishop of Cardiff, the Most Rev. Michael J. McGrath, sings Pontifical High Mass in the presence of Cardinal Godfrey of Westminster and the Apostolic Delegate to Great Britain.** The Cathedral has been rebuilt after wartime damage. It was burned by incendiary bombs on March 3, 1941. At last week's service during St. David's-tide, the large congregation included the Abbots of Downside and Ampleforth and more than 100 clergy from all parts of the diocese. In the reconstruction a number of changes have been made inside the Cathedral. The new altar is of natural stone and the bishop's throne, carved in English oak, comes from Belmont Abbey.

## CEREMONIAL IN CARDIFF'S REBUILT ROMAN CATHOLIC CATHEDRAL

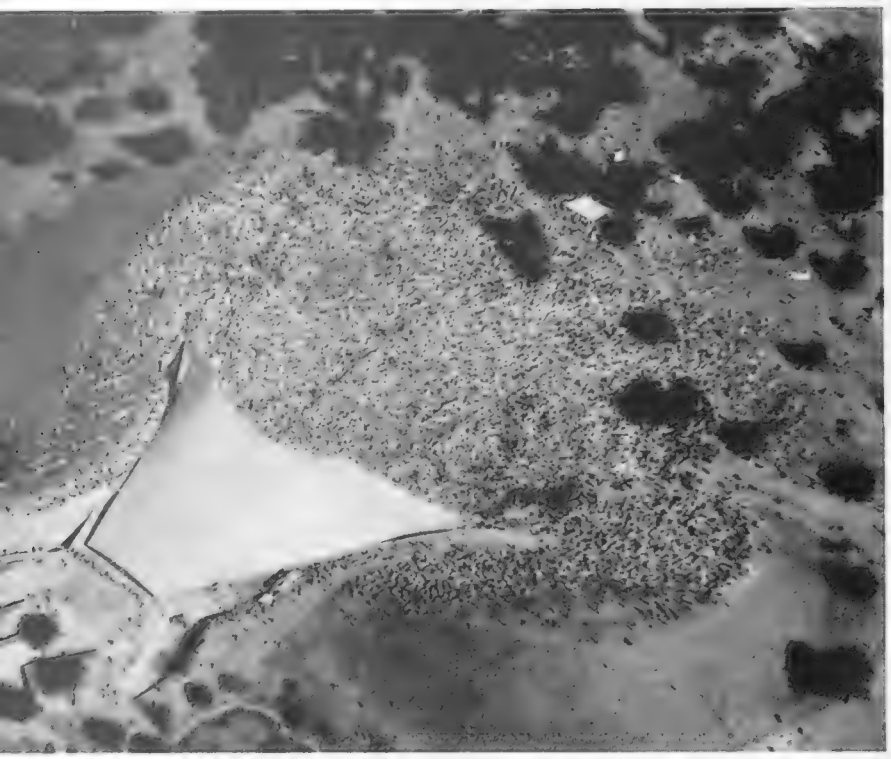
**THE APOSTOLIC DELEGATE TO GREAT BRITAIN: Archbishop Gerald O'Hara leaves the Cathedral clergy house to attend the solemn reopening of St. David's Cathedral. At the service in the Cathedral the sermon was preached by the Bishop of Menevia.**

*On right—*

**CARDINAL WILLIAM GODFREY ON HIS WAY TO THE CATHEDRAL: He raises his hand to bless the people gathered outside the clergy house. Before the service the Cathedral's bells pealed out from the 120-ft.-high tower which is surmounted by an octagonal spire.**

# FOCUS FROM THE AIR ON FOUR CONTINENTS

**REPAIRS AFTER TYPHOON DEVASTATION IN TOKYO: Work is in progress along the Imperial embankments which suffered serious damage from landslides caused by a typhoon and torrential rain last autumn. Turf is being re-laid and pine trees transplanted so that this area, noted for its graceful beauty, will recover its previous elegance.** According to current reports, the reconstruction of the embankments is ahead of schedule and should be completed before the wedding of the Crown Prince on April 10. The twenty-five-year-old Crown Prince Akihito is to marry Miss Michika Shoda, the eldest daughter of the president of a flour-milling company. It is the first time in Japanese history that a commoner has been chosen as a future empress.



**THOUSANDS OF PEOPLE FLOCK TO MELBOURNE'S NEW MUSIC BOWL: A crowd estimated at 70,000 stand on the lawns round the Sidney Myer Music Bowl, in Melbourne's King's Domain to listen to Dr. Billy Graham, the American evangelist.** It was one of the first meetings held by Dr. Graham at the start of his "Australian crusade." The Music Bowl, opened by the Australian Prime Minister, Mr. Menzies, last month, has been built by the Sidney Myer Trust at a cost of £A200,000. Mr. Menzies described Sidney Myer (1878–1934) as "a great merchant." The canopy of the building is formed with rectangles made of ½-in. plywood compressed between sheets of aluminium. It is bolted to a web of steel cables and is supported by masts covered with fibre-glass.

**PREPARATIONS FOR THE OLYMPIC GAMES OF 1960: The giant "Turin" stadium is almost finished in Rome. It has been built primarily for the Association Football matches in the Olympic Games to be held in the Italian capital next year.** Behind it, on the right, is the "Little Sports Palace," which is already completed and in use for boxing and wrestling contests. It stands on the edge of the site of the Olympic Village. The centre background is dominated by the high, rectangular headquarters of the Food and Agricultural Organisation of the United Nations. In the extreme left background, at the foot of Monte Mario, is the Foro Italico, a sports centre built in 1931. Some indoor events of the Olympic Games are to be held in Rome's new Exhibition Centre.

**IN THE SUN ON THE COAST OF FLORIDA: The surf rolls on to the crowded beaches of Miami. Behind the sands are some of the luxury hotels of Florida's "Gold Coast." Inland, running past them, is Collins Avenue, the main highway through Miami Beach. In the centre background the avenue curves round the water of Ocean Creek. Miami Beach, with its reputation for sunshine all the year round, has one of its peak seasons in the winter months.**

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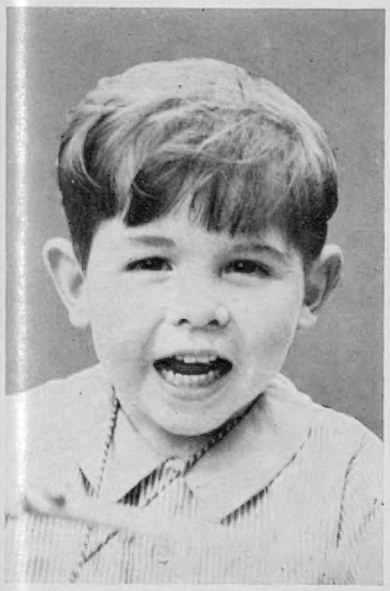

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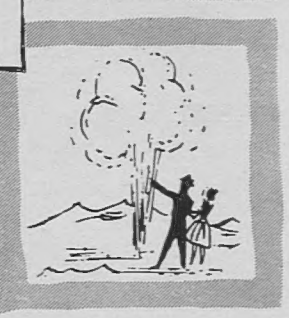

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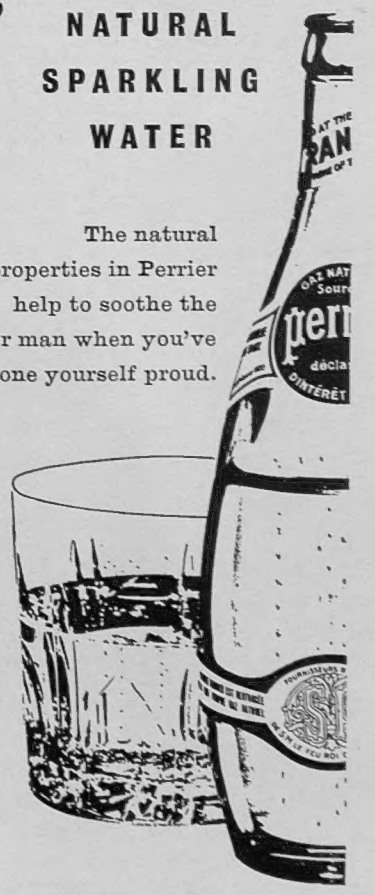

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